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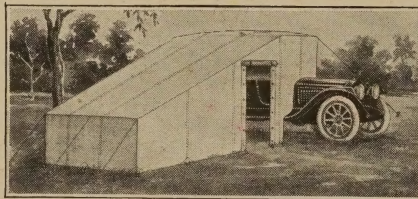
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CURRENT EVENTS



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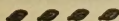
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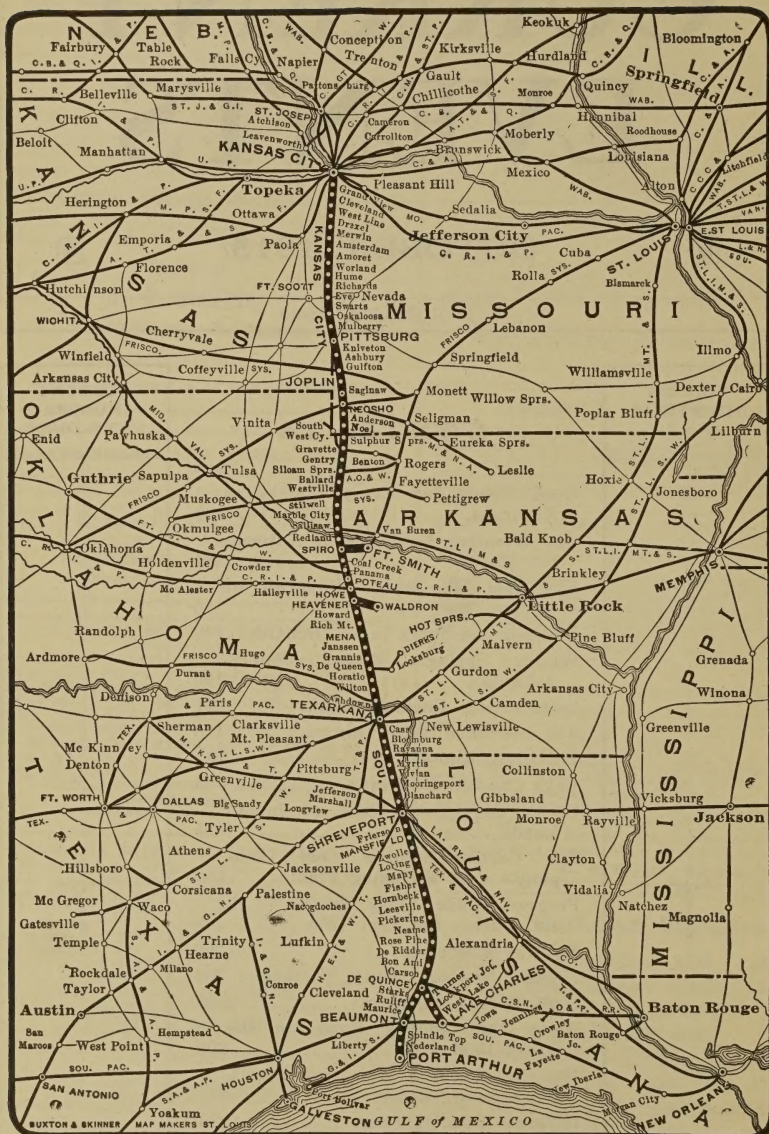
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No. 4

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MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

Good Roads for Every County in Arkansas

One Thousand Miles Already Planned

(From Arkansas Fruit and Farms for July)

Practically 1,000 miles of permanent highways that will represent an investment of more than four million dollars are to be built by road improvement districts, already organized or in process of organization, according to a table prepared by the Arkansas State Highway Commission, W. B. Owen, chairman. Mississippi County leads, with 100 miles of road contemplated to cost one-half million. The bonds of several districts have been sold and other districts have placed their bonds on the market. Preliminary surveys have already been made by the State Highway Engineer, using up all appropriations for that purpose, \$5,000. Unless additional state funds are appropriated for this work, private interests will be employed. Williams Brothers & Payne, construction engineers, Fort Smith, have a contract for the road between Alma and Meadows, Fort Smith to Winslow, and other projects.

The Fort Smith Motor Club, H. K. Albers, president, Fred Reutzel, secretary, acting with the good roads people at Fayetteville and Winslow; County Judge Hight of Washington County, and County Judge Starbird, Crawford County, have crystallized plans for road districts in Crawford and Washington Counties that will complete the north and south highway between Fort Smith and Van Buren, Winslow and Fayetteville. This section of road is a part of the Ozark Trails Association, and of the Lakes to the Gulf Highway, via St. Paul, Des Moines, Kansas City, Joplin, Bentonville, Rogers, Fayetteville, Winslow, Van Buren, Fort Smith, and south to the Gulf.

Mayor H. C. Read of Fort Smith, George Sengel, vice-president of the Ozark Trails Association, and "Coin" W. H. Harvey, originator of the Ozark Trails Association, L. R. Puman of Fayetteville, and others are actively supporting these road projects. Most of the roads being built are through road districts formed under the Alexander Road Bill, although some of the districts were formed by special acts of the last legislature. Jefferson County has already constructed a "dollar way" road across the county, made of cement and concrete, and

other roads will be built of this material. Ninety-six miles of north and south highway is being constructed through Boone, Newton and Pope counties, which will connect the northern states with Hot Springs. This road will run south of Russellville to Dardanelle and on to Hot Springs.

Arkansas is taking the lead in this good roads movement in the South and has gone at it in a practical, business-like way, and is going to put it over. These good roads will mean everything for the farmer in marketing farm products, adding to his convenience, promote social intercourse and be the avenue for bringing modern implements, home equipment and better times for Arkansas farmers and their children. Our farmers should welcome this movement with open arms, co-operating with the motor clubs, commercial clubs, state highway commission, and all interests in placing Arkansas in the good roads column. Following is a table of the roads projected in the various counties, while other road districts are being formed to promote additional road mileage.

The Table.

County.	Miles.	Cost.
Pulaski.	12	\$ 60,000
Jefferson.	20	*110,000
Ouachita.	50	200,000
Columbia.	40	205,000
Miller.	60	*400,000
Lafayette.	30	125,000
Pope.	60	180,000
Newton.	25	150,000
Boone.	20	110,000
Washington.	38	156,000
Arkansas.	25	175,000
Woodruff.	40	*210,000
Perry.	30	100,000
Randolph.	8	† 21,000
Little River.	30	150,000
Grant.	27	†145,000
Prairie.	12	† 60,000
Phillips.	5	50,000
Union.	30	160,000
White.	20	100,000
Dallas.	30	150,000
Lonoke.	15	80,000

County.	Miles.	Cost.
Stone and Izard.....	8	60,000
Crawford.....	50	130,000
Poinsett.....	20	200,000
Craighead.....	10	50,000
Mississippi.....	100	500,000
Sebastian.....	11
Sevier.....	60
Total.....	850	\$4,127,000

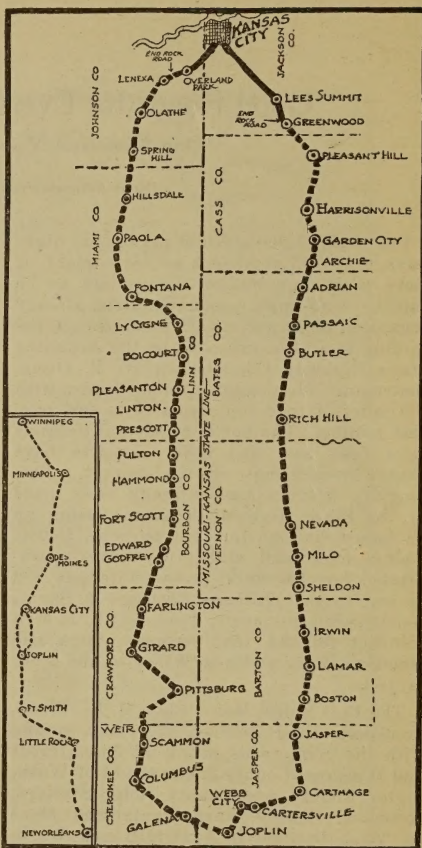
* Bonds ready for sale.

† Bonds sold.

THE WINNIPEG-NEW ORLEANS AUTOMOBILE ROAD.

This great proposed thoroughfare, more than 1,700 miles in length, has its beginning at Winnipeg, in Canada, and is to have its terminus at New Orleans, La. The project is also known under the names of "International Highway and the Jefferson Highway." At the present time, there are in existence, numerous roads over which an automobile journey can be made between the two terminals, but no definite route has been determined on for the entire distance. Between Kansas City and Winnipeg is a well built system of roads, which have been in continuous use for a number of years and the greater part has been marked. Most of it is good rock-road, which only requires repairs from time to time.

Between Kansas City and Joplin, Mo., are two good trails running nearly parallel to the Missouri-Kansas state line. Neither of these are continuous rock-roads, though both are excellent, except in very wet weather. From Joplin south to Siloam Springs and Fayetteville, Ark., a splendid system of rock-roads has been completed, one branch going to Vinita and Tulsa, Okla., and the other by way of Fayetteville to Fort Smith and Little Rock, Ark. Between Kansas City and Siloam Springs and Fayetteville, the roads are daily traveled by hundreds of automobiles and are gaining in popularity from day to day. In the vicinity of Fort Smith is a splendid system of rock and gravel roads. From Siloam Springs and Fayetteville to Fort Smith, Little Rock and New Orleans, a survey of the existing roads has been made and when a definite decision has been reached as to which of the roads are to constitute part of the Winnipeg-New Orleans Highway, such dirt roads as there are will be converted into first-class rock or gravel



KANSAS CITY-JOPLIN SECTION OF INTERNATIONAL HIGHWAY, WINNIPEG TO NEW ORLEANS, LA.

roads. South of Joplin, Mo., the already completed "Lone Pine Trail" with its splendidly built rock pike, passing through the most exquisite scenery in the middle west and making the Ozark Region accessible, will hold its own in any case.

Between Kansas City and Joplin is the choice of two good dirt roads, each being in part rock-road or gravel road. The Missouri road passes through Lees Summit, Greenwood, Pleasant Hill, Harrisonville, Garden City, Archie, Adrian, Passaic, Butler, Rich Hill, Nevada, Milo, Sheldon, Irwin, Lamar, Boston, Jasper, Carthage and Webb City to Joplin; the Kansas road passes through Lenexa, Olathe, Spring Hill, Hillsdale, Paola, Fontana, La Cygne,

Boicourt, Pleasanton, Linton, Prescott, Fulton, Hammond, Fort Scott, Godfrey, Farlington, Girard, Pittsburg, Weir, Scammon, Columbus and Galena to Joplin.

Each of the routes desires recognition and each will probably have a strong representation at the general meeting to be held at New Orleans November 15 and 16 to organize the Jefferson Highway Association, to mark and to make a great international road from Winnipeg to New Orleans. This will be the finest national road in America and the exact location will be settled largely by the delegates to the New Orleans conference and by the enterprise of the contending communities in building roads.

Whichever of the two routes between Kansas City and Joplin wins recognition at the New Orleans conference will have to construct a first-class rock road, and Kansas City can be counted on to help whichever route can win. The liveliest interest is being shown in all the counties along the two routes and a definite program for per-

manent road improvement is being worked out in each county.

About \$4,000,000 worth of road building is now going on in Arkansas, and a rock road is being planned to Fort Smith. As planned, the International Highway, also known as Jefferson Highway and Winnipeg and New Orleans Trail, will be an all-the-year-around road. In summer it will carry a heavy travel to Canada and the northern part of the United States. In the winter time it will carry travel south. New Orleans has spent and is spending millions of dollars for city improvements, in order to become the winter Mecca of America, and besides, it is building roads for winter travel to California and Florida. Among the Louisiana parishes, Calcasieu parish has expended over one million dollars for permanent road improvements in the last three years, and Caddo parish has built about 80 miles of first-class roads in the same time.



BLOCK OF 2-YEAR OLD APPLE TREES. STARK'S NURSERIES, NEOSHO, MO.

The William P. Stark Nurseries at Stark City and Neosho, Mo.

A fruit growing region like the Ozark country, already covered with millions of bearing apple and peach trees, many thousands of pear, plum and cherry trees and several thousand acres of strawberries, and shipping annually from \$1,700,000 to \$2,500,000 worth of fruit is certainly entitled to a first-class nursery and one of the best at that. The Ozark region has such a nursery and it is the Stark Nursery Plant at Stark City and Neosho, Mo. Six

At the present time there are in the nurseries about seven million strawberry plants, both the standard and ever bearing varieties, two or three million young peach trees; about a million and one-half apple trees, and several hundred thousand of grapes of different varieties, blackberry and raspberry plants, plums, cherries, pears, gooseberry, etc., of various kinds and the ornamental and garden stock. All the nursery stock is produced on the grounds and



PROPAGATING STRAWBERRY PLANTS, STARK'S NURSERIES, NEOSHO, MO.

hundred acres of prime nursery stock, comprising all good varieties of fruit, of ornamental trees, shrubbery and perennial garden plants such as roses, hydrangea, honeysuckle, syringa, snowball and others are in the main nursery at Stark City and one hundred acres are planted at Neosho, where the general office and packing homes are located. The two places are eleven miles apart.

only the best varieties are propagated. The establishment is so extensive that it maintains its own express office with an express car always available. The packing house, a large brick building, located on the railway tracks avoiding delay and re-handling, has large cooling rooms where the temperature is low enough to keep the buds from starting or the sap from flowing until the trees are set out permanently.



MORE THAN 1,000,000 PEACH TREES, STARK'S NURSERIES, NEOSHO, MO.

Everything is so arranged that an order can be filled instantly and the nursery stock forwarded the day the order is received. While every standard and well tried variety of fruit trees is grown and propagated at these nurseries much attention is given to the propagation of the Delicious Apple and the Original J. H. Hale Peach. The

latter is superior in size and flavor to the Elberta peach, the general favorite of the last ten years, and has in its favor the virtue of being hardier than the Elberta and surviving a cold snap much better.

The illustrations furnished with this article will give some idea of what this immense nursery looks like.



PROPAGATING GRAPE VINES, STARK'S NURSERIES, NEOSHO, MO.

Planting the Trees in an Orchard

There is no feature in practical horticulture which is more important than the preparation of the land before planting. Trees to do their best should have the land in a high state of culture when they are planted. It is wise where practicable to anticipate planting by two or three years and practice a rotation of crops which will bring the soil into perfect condition. After the orchard is planted, deep plowing cannot be done, and whatever subsoiling is done should be done beforehand. It is to be recommended on all soils which are underlaid by a more or less stiff clay subsoil. On old ground this can and is done. On new ground, clean and deep cultivation before planting is more difficult owing to the stumps and roots still in the ground. On most of the orchards planted on new land the timber standing is felled and utilized as far as practicable, the remainder being burned. It is claimed that there is a positive advantage in having the stumps, for the reason that they carry the moisture deep into the ground, help the drainage and by their decay enrich the soil. The worms found in decayed wood, it is claimed, are altogether different from those which attack live trees. The work of plowing and subsoiling, if any, should be done in the fall preceding the planting.

It is generally conceded that planting in the fall, say in October or November, is preferable to planting in spring. There is considerable gain in fall planting as the roots of the trees get firmly settled in place and are ready for growth the moment spring opens, taking advantage of all the spring rains and the natural condition for bursting into life which the spring season offers. New roots form on the trees set in fall and the young tree is in good condition to start. When planting is deferred until spring this work comes in the busy season. The trees are not always promptly delivered, and in case of excessive or delayed rainfall they are liable to suffer. Extremes of excessive rainfall or dryness may be encountered. Should the season be wet, planting must be delayed until the trees have started foliage and fibrous roots, thus giving them a setback if not killing them. On the other hand, should the season be dry, the ground is porous, dries out rapidly, and the tree dies from lack of moisture. Frequently the spring season is favorable, but this is not always the case. Trees planted in fall in

many places must be protected from the rabbits.

For the fall preparation of the ground previous to planting, the proper implements would be a good two-horse turning plow or a three-horse breaking disc. When the soil is very dry, too dry to be plowed by the average farmer, run the plow as deep as a 2,500-pound team can pull it. A good disc will cut up and cover up any vegetable matter on the ground, all of which should be turned under. Plow 12 to 16 inches deep if possible; if clay is turned up it will not hurt, provided it is dry. After the ground is broken it should be turned with a disc or harrow, and before checking off the land some good smoothing harrow should be used. When planting trees the earth should not be too wet, but rather dry and the holes should not be made deeper than the plow furrows, because in some soils they would hold water long enough to stagnate and become harmful.

After the plowing and subsoiling has been done in proper manner during the preceding fall, the land is ready for the planting of the trees. The number of trees to the acre and the distance between the rows depends much upon the varieties planted. Late varieties of apples, like the Ben Davis, Winesap, Rome Beauty, etc., should not be planted less than thirty feet apart. Early varieties are frequently planted closer. Pears and quinces usually occupy the same space that apples do. Peaches in the commercial orchards are usually twenty feet apart each way, though in the family orchard sixteen feet each way is the common method. Plums occupy about the same space as peaches. In Northwestern Arkansas apples are often planted thirty by thirty-two, or twenty-eight by thirty-two feet each way, so that a row of peach trees sixteen feet away from the apples can be planted between them, giving fifty peach and fifty apples to the acre. The peach trees are planted as "fillers" to be removed when the apples need all the ground. Between the trees for the first two or three years there is space for berries, corn, peas or potatoes. In the larger commercial orchards the practice of planting "fillers" is not much in use, but it has been found profitable in the smaller commercial fruit farms where it is more or less extensively practiced. The manner of planting the

trees varies with the locality, variety of trees and the dimensions of the orchard. Where the orchard is small in area or planted for family use, the holes are dug by hand, but on the larger ventures more rapid and less expensive methods are used.

The ordinary method for checking off the land preparatory to the setting of the trees is to use a one-horse plow and stakes. The checks should be laid off with perfect regularity and the rows straight and parallel from end to end. With a good marker this can be easily done. The marker is made from a 4x6x10-foot scantling or a pole hewn down to dimensions. Shares and handles are attached, as well as a pair of stays, ten feet apart. The first row should be straight and the off stay should run in the last furrow. The mule will soon learn to walk the line properly and with the handles it is easy to guide the marker by keeping one row or mark to go by. The land should be checked both ways with the marker. The size of the holes should correspond with the trees to be planted. Where the subsoil is porous a large hole is an advantage, as more good top soil can be placed about the roots to feed the young tree the first year. In the setting out of large commercial orchards the following method is frequently employed when planting apple trees:

With a one-horse plow, run straight furrows, as far apart as the trees are to be planted, the furrows to run in one direction; then with a three-horse plow cross these furrows and plow two furrows, throwing the earth in opposite directions and leaving a strip between the furrows from six to eight inches wide. For example, if plowing from east to west throw the earth from the furrows north and south. The strips left between the furrows should represent the three rows running in that direction. The furrows made by the three-horse plow should be made as deep as possible. Now drive a common road scraper along the double furrow, allowing the scraper to slide on the smooth strip between and the horses in the furrows. When within two feet of the point where the single and the double furrows cross each other raise the scraper handles and dig down, taking out the strip two feet beyond the single furrow and dump. Continue this throughout the whole of the ground laid off, and you have a hole four by four feet for each tree. This will be ample for roots of two feet. Longer roots should be pruned. Dig no more holes than can be set in half a day. The man with the scraper should keep just ahead of the one setting trees. As two-year-old apple trees

are frequently planted a hole four by four feet in size is not too large.

In situations where the ground is loose, pliable and quite mellow the three-horse plow is dispensed with when planting peaches. The rows are laid out both ways with a one-horse or bull tongue plow and at the intersections one at every twenty feet or sixteen feet (for peaches) a heavy spade is inverted and vigorously moved to and fro, using the handle as a lever. This makes a "V" shaped hole, and if the spade can get down deep enough a suitable hole for a one-year-old peach tree. Some of the best peach orchards in the country have been planted in the way above described. In the smaller orchards a regular hole is dug.

As a rule dig no more holes than can be set in in half a day, in fact, the man with the scraper or the hole digger should not work much faster than the men who set the trees. In small orchards where the holes are dug by hand, the same rule should apply. It is worth something to the young tree to have moist soil about its roots, and a long delay between the digging of the hole and the setting of the tree is detrimental.

This work should never be done until the trees are received, heeled in and ready for planting, and only at a time when the ground is mellow and dry enough. In planting a large acreage in apple trees proceed about as follows: Fill the rear end of a low wagon with rich soil; drive up to the shed in which the trees are heeled in, lay a sack over the top of the dashboard to avoid bruising the bark; place your trees in the wagon, beginning at the dashboard and cover the roots well with soil taken from the rear end. Separate the trees without injuring them so as to have them handy for planting. Put no more trees in the wagon than can be planted that day. To plant trees after this fashion will require the services of six men, one to handle the team and scraper, one on the wagon and two on each side of the wagon to set the trees. The man with the scraper digs the holes for two rows of trees; the man in the wagon shapes tops and roots and hands out one on each side of the wagon; one of the men on each side takes the tree, sets and holds it in the hole, and as his partner throws in the earth, sees to it that all the roots are straightened out and the points directed downward. He must also see to it that his tree is set against the bar edge of the single furrow and on a line with the middle of the strip left in the double furrow. As the soil is

thrown in, the man holding the tree packs and tramps it well around the roots. After the roots are thoroughly covered they go to the next hole and proceed as before. Planting in this manner is kept up until about four o'clock in the afternoon. The man who has handled the scraper now uses the three-horse plow and fills up the furrows. Each tree is inspected and the earth around it well tamped with a maul. The orchard should now be thoroughly cultivated, plowed at least eight inches deep and harrowed and dragged both ways. Corn, potatoes, etc., may be planted between the tree rows, but no cultivation should be done after the 15th of July. At the last cultivation of the crop rye or cowpeas should be sown for a winter covering, which should be plowed under in the following spring.

This will carry the young orchard through the first year. During the second year the ground should again be cultivated and planted in a crop, the last cultivation being to sow rye or wheat, to be followed by clover in the spring.

All pruning which a tree really needs should, as a rule, be done during the first four years after it has been set out. The pruning must be done with a view of forming a good and well balanced head, leaving a sufficiently open center to admit sunlight and air. The pruning begins with the man in the wagon, who hands the trees to the planters. One-year-old trees should invariably be pruned to a switch and the leaders cut back to the second bud from the tip. In the case of two-year-old trees the man in the wagon must take up the tree and with his shears form the head of the tree by cutting away everything but four branches, and if he cannot find four, leave

three coming out on different sides of the stem. These branches, though opposite each other, should be at least one inch above each other. The lowest and heaviest branch should be directed to the southwest, for the reason that it will protect the tree against sun-scall; and in the spring when the ground is soft, this branch being the heaviest, will have a tendency to draw the tree toward the southwest, thus giving more resistance to the southwest winds. All branches left should be cut back to at least three or four buds, and the leader should be cut back in proportion. If some of the roots are exceptionally long they should be cut back in proportion. The cut should always be from below upward, so that the cut will rest on the ground in the hole. Low-headed trees are preferred. The lowest branches are left from two and a half feet to three feet from the ground in apple orchards and in peach orchards from sixteen to twenty-four inches. After heading the tree, all buds below the head should be rubbed off in June and October. The young tree should be carefully watched every spring for two or three years. Interlacing branches should be removed and leaders that grow out of proportion with the branches should be pinched back. If cutting is necessary, the cuts should be upward and a bud left on the upper point of the cut. The essential point is to secure an evenly formed, well headed and well balanced set of trees. Most of this can be done without using the knife. After the fourth year all cutting should be done away with except in case of water sprouts or when branches show an inclination to grow faster than others, thus spoiling the even proportions of the tree.

Siloam Springs, Benton County, Arkansas

Benton County is the northwest corner county of the State, with an area of 892 square miles or 570,880 acres. Population of the county, about 46,000. A horticultural census shows this county to have 6,500,000 apple trees producing crops valued at \$2,000,000 yearly. Other fruits such as peaches, strawberries, grapes, cherries, etc., will average a value of a million more. But the real wealth of this country is from the agricultural pursuits and stock raising. Corn, wheat, oats, alfalfa, clover and timothy grow prolific and bring highest prices. Poultry raising the year around is profitable. Five or ten acres is sufficient for a family to

make an independent living and some besides. Fruit, vegetables and poultry is the program. In this part of Benton County the lands are varied, the soil varying from a dark loam to a light sandy loam, all underlaid with a red clay sub-soil. There is no more productive soil anywhere. The values of the land are not considered high by those who know good values.

Siloam Springs is located in the southwestern part of Benton County on the main line of the Kansas City Southern and the Kansas City & Memphis railways, 229 miles south of Kansas City. Altitude, 1,260 feet. Population, 4,000. It is a modern city in

every respect. All public utilities are owned by the city—water works, electric lights, sewerage. Fine modern brick public school buildings and high school with nine months term. An accredited college with fine grounds and buildings. A commercial business college. A telegraph school that finds positions for all graduates. Most all religious denominations are represented and have good buildings of worship. A public library. Telephone exchange with nearly a thousand subscribers. Three prosperous banks, with over a half million deposits. Largest apple vinegar plant in the world. Large cold storage and ice plant. Water shipping plant. Bottling works. Ice cream factory. Creamery. Large flour mill where "A.B.C." products come from. Two grist mills. One daily, one weekly, and two monthly papers. Every line of business represented, stores with large up-to-date blocks. A new 75 room hotel and several others. Hundreds of fine residences. This is indeed a city of homes.

The climate and health of this community cannot be excelled. The mean annual temperature is about 56.61 degrees. The water is the purest in the world and has been known to cure many ailments. The important springs are surrounded by beautiful shady, well-kept parks, well seated. The city water supply comes from springs a mile above the city, surrounded by city-owned property and is kept absolutely pure. A new sewerage system is in course of construction.

As to scenery, nature has certainly been kind to this part of the great domain.

Fertile valleys, traversed by clear sparkling streams, as viewed from the hill-tops, would inspire the songster with a new version of "Silver threads among the gold." On every hand is seen the natural wonders of creation, the wonderful Dripping Springs, the wooded hills, the level prairies, transformed from the entangled wild-wood to productive farms and orchards and modern happy homes.

Siloam Springs has been for many years a favorite health and pleasure resort for the people of Louisiana, Texas and Oklahoma, and during the summer months the population is increased from 30 to 50 per cent. The climate and water of Siloam Springs are conducive to good health on general principles, and the water has a decided beneficial effect on rheumatic, kidney and stomach disorders. The moral environments of the town are the best. There are no saloons with their attendant vices, no gambling houses, or disreputable places of any kind. The climate is nearly perfect, the waters of the springs pure and healthful, living is cheap, fruit plentiful and the social atmosphere pure and wholesome. The religious element predominates and Siloam Springs is essentially a city of churches, schools and colleges, delightful homes, and, all things considered, a very pleasant place to live in.

When seeking a new location for a home, or for a place in which to do a mercantile business or for manufacturing, or a most delightful place to spend a summer vacation in, be sure and visit Siloam Springs before deciding definitely on a permanent location. The Commercial Club will be pleased to furnish any information desired.

Letters from Uncle Ephraim

Uncle Ephraim, who in the estimation of his relatives in Northern Ohio, was a rolling stone which gathered no moss, because he would not stay at home and petrify, settled in Western Arkansas shortly after the Civil War. He had served as a soldier in the war and after its close traveled in the West, following such pursuits as would yield a living. His disposition to emigrate on small provocation provided much experience but very little cash, until he broke a leg and on recovery married the nurse. In his later years he prospered fairly well and kept more or less in touch with his relatives in Ohio. In reply to a letter from a nephew who had just married and rented a farm,

he wrote the letter from which the following extracts are printed:

He approved of the young man's matrimonial venture, but had some remarks to make on the renting proposition. "Now, John, what are your prospects? Your father settled on 160 acres of government land, and on this he raised in comfort his family of four boys and two girls. The land was then new and more fertile than it is now. In course of time your father will go the way of all men. There will be a division of the property and, divided among six there will be only 26⅔ acres apiece, not enough to raise a family on, and so the property is sold. Neither you nor

your brothers and sisters get money enough to buy a new farm in Ohio, for land now sells at \$100 to \$150 an acre, whereas your father got it as a homestead. With your share you may be able to buy a small farm on time, near the old home, but you will be a gray-headed old man before you ever pay for it, if you are lucky enough to dodge foreclosure. If you succeed, the best years of your life will be gone in the effort, and, after you have paid for your farm, what have you got? A certain number of acres of the earth's surface, on which you pay more taxes per acre than would be required to pay for the land outright elsewhere, and on which you can exercise your ingenuity in spreading fertilizers.

"Your case is worse than this, however. You want to rent a farm in order to be near your relatives and for that privilege you are willing to pay a high price. The day in which a man with limited means can secure a home, absolutely his own, has not yet passed, but it is reaching the passing point rapidly; and the timid, extra cautious and fear-ridden tenant who misses his opportunities, should not charge his want of success to divine providence, but rather, should go behind his landlord's barn and kick himself. The morality of corporeal punishment is sometimes questioned, but the experience of the great majority is that a good, sound thrashing, applied at the proper time, will go farther in putting life into a sleepy boy and awakening latent energies than the sermons of a thousand preachers.

"Over half of the occupants of farms in the older states are tenants, who year after year rob their wives and babies to pay some other fellow for the privilege of making him rich, and the worst of it is they are under no compulsion whatever to do so. They are simply unable to arouse themselves from a condition of sleepy contentment, a condition of voluntary servitude, which no real man should be content with. The tenant in the northern states needs the attention of the fool-killer more than any other man and a vigorous application of the fool-killer's club would accomplish a world of good.

"It seems to have become my special duty to start off properly all of my brother John's boys. Every last one of them wants to hang around the home place, rather than tackle a new proposition. I tried it on rented land for several years and the longer I stayed on it, the poorer I got. I might have been there yet, but your aunt began to warm up things about the second year.

She had a better business head than I did and soon figured out that both of us were working ourselves out of existence to enrich another man. We were working as servants, when we could be master. The man who must divide the profits of his labor with the owner of the land, is very little, if any, better off than the ordinary wage laborer. Neither ever receives the full value for the work done, for neither would be employed if his labor did not yield a profit to the landlord or the employer. Only dire necessity should compel a man to give up what rightfully belongs to him. While it may be possible to earn a livelihood on rented land, the profits, in most instances, go to the landlord for rent. A short time lease is about the best arrangement he can make with the landlord. If through crop failure or inability to pay cash rent, or refusal to pay increased rent, he fails to pay he is promptly ejected. The whole proposition is too unstable to be satisfactory.

"If you will wake up and look the situation squarely in the face and take the trouble to get the information, you could readily ascertain that in Arkansas, Missouri, Oklahoma, Louisiana and Texas there is an abundance of very good land which can be purchased for one-tenth or one-fifth of the price demanded in the old thickly settled states, and in Eastern Oklahoma it could be had for less than a year's rental. True, this land has not been cleared, and on some of it are plenty of stumps, and on some trees, but while you are sweating and grunting to clear this land, you are doing it for yourself, your wife and your babies. You can get plenty of good land in Western Arkansas or Eastern Oklahoma for five to ten dollars an acre, and some cheaper than that, and you need not pay this all in a lump. In most places you would pay one-third, one-fourth or one-fifth cash and have from three to five years to pay the remainder in.

"You do not need a big farm as you do in the North. Thousands do well on forty acres and the average farm is about 63 acres. The climate and long growing season make it possible to produce more than one crop in the season. The natural pasturage is usually good nine months in the year and livestock does not need either the quantity of feed or the shelter or attention which must be given to northern cattle.

"My farm now covers two hundred acres,

but I started with forty acres, which cost us as follows:

Forty acres of land suitable for diversified farming, not cleared or improved, at \$5.00 per acre.....	\$ 200.00
One four-room house built of sawn timber.....	400.00
(We could have built it of logs and saved much of its cost.)	
Wire fencing for the entire tract..	50.00
(If we had used a rail fence, only the labor would have had to be considered.)	
One horse at first.....	40.00
Farm implements.....	40.00
A good cow.....	40.00
Cow shed, barn, etc.....	100.00
(We could have used logs and saved the cost of lumber.)	
Provisions for three months.....	75.00
	\$ 945.00
Well, furniture, wagon, miscellaneous.....	300.00
	\$1,245.00

"Most of our neighbors began with much less capital than we had, and managed better than we did at first. Land in my immediate neighborhood is worth from thirty to forty dollars an acre now and

prices of some things are a little higher now, but there are a hundred places where you can start in on nearly the same basis that I did. If you have the spunk to rent land and work year after year on another man's corn field and pay over the profits for the privilege of doing that work, you should not dread a proposition to farm land of your own, even if you have to plow around the stumps for a year or two, or exercise the muscles of your back in grubbing land until you have it as you like it. You can cultivate the first year, though the farm may not look as pretty as a worn-out rented farm, but all the proceeds will be your own.

"The proper thing for you to do is to let somebody else rent that farm and spend your honeymoon with your Uncle Ephraim and your aunt and get acquainted with your cousins, all of whom have farms of their own, all paid for.

Affectionately yours,

UNCLE EPHRAIM."

The Louisiana State Fair

The tenth annual entertainment of the Louisiana State Fair will open November 3, 1915, and close on the night of November 8. Next to the Texas State Fair, held at Dallas, Texas, it is the largest and most universally attended state fair in the United States. Most parishes in Louisiana hold county fairs, and usually from twenty to forty complete parish exhibits are on display at the State Fair in Shreveport. The agricultural and livestock displays at Shreveport are exceptionally good and more can be learned about Louisiana resources by attending this Fair than by traveling six months continuously in the State. The Fair is maintained by the city of Shreveport and the State of Louisiana, has splendid grounds laid off as a park, and is equipped with large, commodious brick and concrete buildings for housing these several thousand exhibits. Being a public undertaking and maintained as a State and city institution, it is a high class entertainment in every way. Every branch of industry in the State is represented and the annual conventions of the practical farmers and fruitgrowers, livestock raisers and poultry raisers are held here during the Fair. All the U. S. Govern-

ment and State demonstrators of agriculture and live stock assemble. The program of entertainment, lectures and practical demonstration is so extensive that it cannot be mentioned here in detail.

Shreveport is a city of over 40,000 inhabitants and is modern and up-to-date in all its appointments. It is a pleasant abiding place for those who desire to spend the winter in the South. All the great theatrical productions are staged here and its hotel accommodations are equal to the best in the South. Texarkana, Dallas, Fort Worth, Beaumont, Port Arthur, Houston and New Orleans are within easy reach, if a more extended trip is contemplated. The residence part of Shreveport has many hundreds of beautiful dwellings with ample grounds and fine lawns. All the streets in the city are paved and kept wonderfully clean. In the matter of healthfulness it need only be said that Shreveport, La., has the lowest death rate in the United States among the cities of equal or larger population. The following statement is taken from the annual report of the board of health:

Shreveport has a large State charity hospital and fine sanitariums drawing patients from three states; twelve railroads sending

their non-resident employees and laborers here for treatment; an immense oil and gas field, numerous large saw mills and a large rich territory with no large city contiguous, all of which sends numerous sick to Shreveport for treatment.

To include these deaths in the rating of a city of the size of Shreveport would render the mortuary report worthless as to showing the real health condition of the city, but for the sake of information the rating, including all, is given separate.

The fever and diarrhoea record of Shreveport, with the almost total lack of deaths from any contagious disease for 29 months ending December 31, 1914, shows the splendid sanitary and health conditions of the city. During these 29 months there had been among the white residents only 1 death from typhoid, 7 from malaria, and, including non-residents, there were 13 deaths from diarrhoea and enteritis among children under two years of age.

The large oil and gas fields and numerous towns and saw-mills contiguous to the city, with no accommodations for caring for the sick, sends numerous cases of all kinds to the hospitals and sanitariums. Typhoid fever and malarial cases are especially numerous from the oil fields, which are not supplied with good water, sanitary surroundings or conveniences for caring for the sick.

Only 10 white residents of Shreveport died during the year 1914, from the following eleven common preventable diseases: Typhoid fever 1, malaria 3, smallpox 0, measles 0, scarlet fever 0, whooping cough 0, diphtheria and croup 2, dysentery 1, meningitis 0, diarrhoea (under 2 years) 3, diarrhoea (over 2 years) 0. The colored deaths from the above diseases were remarkably few, we believe among the lowest if not the fewest in the United States.

Pittsburg, Kansas

A million dollars for new residences and new buildings of various kinds and remodeling of older structures—that is Pittsburg's record for a year. The grand total of buildings completed or remodeled since September 1, 1914, or now being constructed or remodeled, is approximately \$970,000. It is entirely probable that numerous small remodeling and construction jobs have pushed or will push the total beyond the million mark. A canvass of Pittsburg has developed the following interesting facts:

Number of new residences completed since September 1, 1914, or now being built, 174. Allowing five occupants to each residence, there must have been an increase in population amounting to 870. The total cost of the new residences was \$394,695, or an average cost of \$2,268.36 per residence.

The total cost of the principal other new buildings completed since September 1, 1914, or now being built (September 1, 1915) was \$337,800. The total cost of the principal remodeling jobs was \$237,040.

The total cost of new residences, new buildings of other kinds and principal remodeling was \$969,535.

First in cost was the new Russ Hall at the State Normal School, just completed.

This building cost \$148,000. The remodeling of the smelter of the Joplin Ore & Spelter Company cost \$125,000. Two new churches were built at a cost of \$25,000 each. The remodeling of the Forest Park school cost \$22,000. In addition there were numerous business buildings, warehouses, several theaters, apartment buildings, etc., varying in cost from \$4,000 to \$50,000.

Coal mining by steam shovels in the Pittsburg-Cherokee field is increasing from year to year. It appears that there are now operating in Crawford and Cherokee counties, Kansas, and Barton county, Missouri, forty-two steam shovels, ten of which were installed during the present year. Many of these shovels are of the largest types, some of them larger even than those used in the construction of the Panama Canal. The normal production of the strip pits in the Pittsburg district is 1,000,000 tons of coal annually, and about 1,400 men are employed in this kind of mining. The total production of the district is between 6,000,000 and 7,000,000 tons of coal per annum, the greater part of the production being mined in the deeper mines, where steam shovels cannot be used.

Lake Charles Growing Some

An Increase of 2,500 Since the Last Census---Government Census Report Issued

The population of Lake Charles inside the corporate limits on June 30, 1915, was approximately 14,000, according to a report issued recently by the census bureau. This corresponds with the estimate of population based on the scholastic census taken some time ago, which showed 4,000 children of educative age inside the city limits.

According to the report Lake Charles has dropped to fifth place among Louisiana cities, having been passed in the last five years by Alexandria, which is now accorded a population of 14,145. The census estimates are based on the rates of growth maintained by the various cities for the past thirty years.

Lake Charles, however, is one of the few cities of the state that did not extend its city limits just before the taking of the last census, in order to make a better show-

ing in the census reports. In the matter of actual population it probably ranks third in the state, as there are more than 2,500 people residing within two miles of the court house on the east side of the river. When the Calcasieu river bridge is completed nearly 1,000 more people will be brought practically within the city limits.

At the same time it is matter of encouragement that the rate of growth inside the corporate limits has been maintained during the past five years. When the next decennial census is taken Lake Charles will show up with the population of more than 20,000, and possibly go much higher on account of the rapid expansion in the farming interests that is expected to follow the construction of the good roads system and the opening up for settlement of large tracts of vacant land surrounding the city.

U. S. Government Sale of Indian Lands

A letter received from Mr. Gabe E. Parker, superintendent for the Five Civilized Tribes, Muskogee, Okla., under date of October 21st, contains the following information:

The Secretary of the Interior has authorized the sale at public auction of the balance of the surface of the segregated coal and asphalt lands, and the unallotted lands, located in the Choctaw and Chickasaw nations.

These sales will be held at the times and places as follows:

County	No. of Tracts	Acres	Place	Date of Sale, 1916
Grady	13	1,434	Chickasha	Jan. 3
Stephens	4	240	Duncan	Jan. 4
Jefferson	5	276	Waurika	Jan. 5
Love	7	793	Marietta	Jan. 6
Carter	18	1,862	Ardmore	Jan. 7
Murray	11	808	Sulphur	Jan. 8
Garvin	16	370	Paul's Valley	Jan. 10
McCurtain	11	416	Idabel	Jan. 10
McClain	13	187	Purcell	Jan. 11
Choctaw	29	2,229	Hugo	Jan. 11
Pushmataha	50	961	Antlers	Jan. 11
Pontotoc	6	146	Ada	Jan. 12
La Flore	1398	93,773	Poteau	Jan. 12-15
Atoka	36	3,688	Atoka	Jan. 13
Bryan	6	233	Durant	Jan. 14
Marshall	2	40	Madill	Jan. 15
Johnston	5	213	Tishomingo	Jan. 17
Haskell	567	40,109	Stigler	Jan. 17-18
Hughes	7	773	Galvin	Jan. 18
Pittsburg	1705	28,090	McAlester	Jan. 19-24
Latimer	617	29,098	Wilburton	Jan. 25-27
Coal	808	12,391	Coalgate	Jan. 28-31

The surface of the segregated coal and asphalt lands to be offered under the regulations approved by the Department consist of about 184,000 acres, of which 36,000 have been classified as suitable for town-site purposes by reason of the fact that same lie adjacent to, or near existing town-sites in the Choctaw nation. The unallotted lands to be offered consist of about 31,500 acres and are scattered throughout the 22 counties in the Choctaw and Chickasaw nations.

Descriptive list, maps and circulars are now being printed for distribution to prospective purchasers.

The printed matter, above referred to, will be ready for delivery early in November and will be furnished on request. There will also be an auction sale of allotted lands in the Choctaw, Chickasaw, Cherokee, Creek and Seminole Nations beginning November 29th and ending December 4, 1915. Posters are now being prepared and will be furnished upon request to any person who desires them.

The Carney-Cherokee Coal Company's Coal Stripping Plant Near Mulberry, Kansas

Probably one of the most interesting coal stripping plants ever put in operation is that of the Carney-Cherokee Coal Company located $2\frac{1}{2}$ miles north of Mulberry, Kansas, on the Kansas City Southern Railroad.

This plant is owned and operated by the Carney-Cherokee Coal Company, whose main office is at Chicago, Illinois, having a local office at Pittsburg, Kansas, under the management of R. J. Lawrence.

This company is affiliated with the Carney Coal Company of Chicago, who own extensive coal mines in Iowa, Wyoming and Illinois. The Carney-Cherokee Coal Company was formed last year, for the purpose of coal stripping in Kansas. The officers are W. J. Carney, president;

Wm. R. Carney, secretary, of Chicago, and R. J. Lawrence, general manager, with headquarters at Pittsburg, Kansas. After careful investigation the company purchased a field of 450 acres having from fourteen to thirty-six feet in depth of overburden consisting of sandy clay and grey shale. The vein of coal is thirty-two to thirty-four inches thick of the best quality.

The Plant.

The plant necessary to operate this field, which is the largest ever undertaken, is one of the finest ever built. No pains have been spared to make it substantial, durable and complete in every respect. The equipment consists of steam shovel, locomotive, tram cars, tram track, pumps and engines



BUCYRUS SHOVEL UNCOVERING COAL DEPOSIT, AT MULBERRY, MO.-KANS.

for freeing the pit, tippie with shaker screens, elevated water tank, artesian well, water pipes, engine and boiler house, blacksmith and repair shop, dinkey engine house, store house and office, all of which are the best in every respect. Construction of the plant and railroad switch tracks to handle the railroad cars was commenced October 20, 1914, and the whole was completed in thirty days. This broke all records for quick construction, including the installing of the monster steam shovel which required eleven carloads to transport it and which was unloaded and set up in working order in twenty-three days.

The Steam Shovel.

The steam shovel is a Bucyrus 225-B, designed especially for coal stripping. It is the largest revolving shovel in the world. Its weight in working order is over 300 tons. This shovel has a 75-foot boom, a 6-yard dipper holding nearly eight cubic yards of material heaped up. It has a working speed of two trips per minute and has handled an average of 500 cubic yards per hour or 4,500 cubic yards per day of nine hours, including natural delays, time lost in moving up, etc., surpassing all records for handling earth in stripping coal made by any steam shovel. On a recent three-day test under average conditions, it actually averaged 6,038 cubic yards per nine hours. The shovel runs smoothly without any perceptible trembling or vibration, owing to its massive construction. It is handled by two men as easily as an ordinary railroad steam shovel. Its design is quite different from any coal stripping shovel heretofore built and has proved to be a great success after six months continuous work. Owing to its extra height it has the same scope of action as other shovels with longer booms. This shovel will dump over 100 feet out and uncover from 64 to 115 feet in width of coal according to the depth of stripping.

The dipper will dump the material sixty-two feet high above the surface of the coal on which the shovel is placed and will handle forty feet in depth of overburden.

The upper body revolves on a turntable thirty feet in diameter. The turntable base is thirty feet square of massive construction entirely of steel. It is mounted on four steel swivel trucks each having four double-flanged wheels, thirty inches in diameter for a 36-inch gauge track.

The rails on which the shovel operates weigh 110 pounds to the yard, are fitted with bridle bars in sections about seven feet 6 inches long and form a double track.

The shovel is self-propelling by chain gearing to all four trucks. The truck base is fitted with a heavy steel equalizer beam across one end, having a center plate bearing in the middle and jack screws at both ends, which rests upon the trucks and by its self-adjusting movement allows the truck to follow any unevenness of the coal surface when the shovel is moved up. The jack screws are then set tight and all four corners of the base are evenly supported.

One of the new features of this shovel is the single-part hoisting rope which lifts the dipper and leads straight from the main drum to an 8-foot diameter sheave on the point of boom, over which it passes to the dipper, thus doing away with the 3-part rope and dipper sheave used on all other steam shovels. This plan lessens the wear on the rope and does away with overheating the checkbelt on the hoisting drum when lowering the dipper.

Another improved feature is the placing of the main hoisting engines and machinery as well as the swinging engines on a heavy steel plate girder frame, four feet in depth. This girder frame is riveted up solid and is shipped intact to the field, thus doing away with the overhead truss frame common to all other coal stripping shovels. This construction is impregnable and can never give way under any conditions.

The boiler, engines and machinery of this steam shovel are of the latest design and construction throughout, having been designed especially for the purpose. The entire shovel is of steel construction, excepting the sides of the house or upper body which revolves on the turntable base. All gearing is of cast steel with machine cut teeth. The shovel as a whole is exceedingly strong and durable and repairs are very light.

The Operation.

It may be well to explain that in coal stripping with the present type of revolving steam shovels, the material is handled but once, being dug from the bank and deposited on one side in the excavated space from which the coal has previously been taken out.

In opening up a new field the shovel digs its way down to the coal on a 10 per cent grade, making the "box pit," as it is called, which may be thirty feet deep by sixty-five feet in width, the excavated material being dumped on the main ground level all on one side. The shovel is operated upon the coal surface and is moved up about seven feet at a time as the digging progresses.



COAL TIPPLE AT STRIP PIT, MULBERRY, MO.-KANS.

The coal is taken out behind the shovel and loaded into the tram cars by hand, as shown in our illustration. This also shows the steam shovel in operation just about to dump the load onto the spoil bank.

The tram tracks are placed on the fire clay in the bottom of the pit, having switches to permit shifting the tram cars as shown. There are three to four of these tracks up to the breast of the coal so that several cars may be loaded at once.

The Pit Equipment.

The tram tracks extend from the tippie directly into the pit consisting of 20-pound rails of 3-foot gauge having the necessary switches and turnouts. There are sixty tram cars of two tons capacity each, which were furnished by the United Iron Works at Pittsburg, Kansas. The cars are hauled to the tippie incline at end of pit by a small dinkey locomotive of ten tons weight, having seven by twelve cylinders and a capacity to haul twenty cars in a train. There are three centrifugal pumps, furnished by the Pittsburg Machinery Company, operated by steam, as well as a steam syphon

for pumping the water which may accumulate from rainfall or seepage from the pit.

The loaded cars are hauled from the foot of the incline to the tippie platform by a wire rope cable, where they dump automatically upon the shaker screen and are returned to place on a separate track. The pit and incline are shown in half tone illustration. This view shows the "box pit," so called, which is the first cut made by the steam shovel in opening up the ground. The pit is twenty feet deep and seventy-two feet in width, the material dug being deposited all on one side. The tippie appears in the background.

The Tippie and Powerhouse.

The tippie is fifty-eight feet in height and is built in the most substantial manner, having 10-inch by 12-inch frame timbers and is covered with corrugated galvanized iron. A special feature of the design is in having the water tank placed in the upper part of the tippie, which is shown in the picture, being unfinished at the time the photo was taken. The tank is built of plate steel, is twelve feet in diameter and holds 10,000 gallons.

The tippie is thirty-two feet high from the ground to the dumping platform and is fitted with shaker screens of the ordinary perforated steel-plate type. These are operated by an independent steam engine of twenty horsepower. They separate the coal into three grades—lump, nut and slack.

The power house is adjacent to the tippie and very convenient. The frame is of wood covered with corrugated galvanized iron. It contains a 60-inch tubular boiler of 150 H. P. set in a brick arch. The engine is 8-inch by 10-inch double-cylinder mine hoist, furnished by the McNally Boiler & Machine Works. It is geared to a 36-inch hoisting drum. The cable leads to the tippie incline and pulls the tram cars up at the rate of one car a minute. Within the power house is a well 1,000 feet deep for supplying water to the steam shovel and other machinery on the plant. The water is pumped or raised into the pipeline by an air compressor, which has a 2-inch pipe extending to the bottom of the well, through

which the air is forced, thus raising the water under pressure. It also supplies the tank at the top of the tippie from which pipelines are laid to the coal pits for supplying the steam shovels, etc.; within the power house are the blacksmith and machine shops, fitted with necessary tools for making repairs.

The tippie is located close to the Kansas City Southern Railroad, and to accommodate the railroad cars a siding 2,800 feet long was put in. The three loading tracks lead under the tippie in order that the three grades of coal from the screens may be loaded into separate cars at once. Our illustration shows the tracks and one car waiting.

The store house and office building is roomy and convenient, being built in the same substantial manner as the rest of the plant.

The plant has a capacity to strip, take out and ship 800 tons of coal per shift of eight hours with the present equipment.—The Excavating Engineer, October, 1915.

Progress Made Along the Kansas City Southern Railway During the Year Ending June 30, 1915

It is customary with some railway companies to ascertain once a year what improvements have been made along the line. This information is obtained from several sources and usually consists of the reports of the station agents, secretaries of commercial clubs, the cashiers of banks, real estate men and others in position to furnish the desired data. The tabulation of the several hundred reports sent in from the towns along the Kansas City Southern Railway gives the following results for the year ending June 30, 1915:

The general disturbance in commercial, industrial and financial affairs caused by the war in Europe lasted during the latter half of the year 1914 and for the time seriously retarded commercial and industrial activity in all parts of the United States. Conditions improved greatly in the first half of 1915 and a summary of the year's progress shows a general revival in all lines and an exceptional development in several lines of industry.

The increase of population in the towns along the Kansas City Southern Railway in 1915 was 13,663, and of the country ad-

jacent to the towns and within five miles of the railway tracks 14,617, making a total increase of 28,280 within a strip of country ten miles wide and extending the length of the railway. The total population within the strip is 837,135, of whom 428,705 are residents in the towns and 408,430 live on the farms. There appear to be in cultivation within five miles of the tracks 25,164 farms comprising 1,630,018 acres, the average farm being about 65 acres in area. The number of farms purchased by newcomers in 1915 was 3,741, comprising 461,873 acres and valued at \$7,058,048. There were put in cultivation 960 new farms comprising 114,075 acres, with improvements valued at \$457,805. The plantings in orchards and commercial truck amounted to 6,554 acres and are valued at \$214,840. Purchases of land for industrial undertakings amounted to 352,026 acres and were valued at \$5,593,379. The lands reclaimed by the construction of drainage canals, levees, etc., amounted to 243,850 acres, and the cost of these improvements to \$754,000.

In the towns there were constructed 1,644 new dwellings costing \$2,515,768 and 170

new business buildings costing \$1,581,257. In addition to the dwellings and business buildings there were erected in the towns ninety-one churches and schools at a cost of \$1,219,501; thirty-seven public buildings costing \$937,799; forty-five new warehouses and cold storage plants costing \$268,060; twenty-seven new hotels and improvements on existing hotels costing \$198,050; thirty water works, electric light systems and improvements costing \$769,745; the expenditures for new parks, improvements and amusements amounting to \$137,105. Street, road and sewer improvements were made in more than one hundred places at a cost of \$2,561,246, and the telephone and telegraph improvements in fifteen towns cost \$221,255. The total number of town improvements was 2,240 and the value thereof \$10,323,355.

In the industrial lines conditions were unsettled for a time. The number of manufactures, mills and enlargements was seventy-one, involving a capital of \$722,425. In the woodworking industry there were eighteen new plants and improvements val-

ued at \$621,600. Lead, zinc and coal mining became very active industries in 1915, involving one hundred and seventy-one new enterprises and a capital stock of \$3,482,725. The new ventures in the oil industry numbered 933, requiring a capital investment of \$20,148,500. There were forty-two undertakings in railway and canal construction requiring the investment of \$2,761,613. The 1,237 industrial undertakings of the year required a total investment of \$27,736,863.

In the mercantile lines there were 175 new establishments with a capital of \$1,514,188 and eleven new banking and financial institutions with a capital of \$4,155,000. The gross capital invested in the mercantile and banking establishments was \$5,569,188.

The total investments for the year were: For rural developments, \$14,190,932; for city and town improvements, \$10,323,335; for manufactures and industrial enterprises, \$27,736,863; for commercial and financial enterprises, \$5,669,188. Total, \$57,920,318.

Railway Economics

RAILWAY MAIL PAY.

From the Philadelphia Record.

Very few arguments in favor of an increase of railway mail pay, set forth in a pamphlet just issued by the Railroad Men's Business Association, are controvertible; and those which are debatable are entitled to unbiased consideration. That the amount at present paid by the government for the transportation of the mails is unremunerative to the carriers has been admitted even by the representatives of public authority—the officials of the Postoffice Department being conspicuous exceptions. The joint committee appointed by the Senate and House two years ago, after an exhaustive investigation, recommended an increase, and counsel for the government in the rate cases agreed that there was no profit in the postal business for the railroads.

The claim made by the Postoffice Department, that the question of profits ought not to be considered where a public service is being performed, is clearly inadmissible. If our railroads were state-owned it might be possible to write off the losses in one

branch of public service against the profits in another branch; but, inasmuch as our railroads are business corporations, owned by profit-sharing stockholders, the suggestion that postal deficits be squared by deducting income legitimately earned by the carriers is preposterous. The first point made by the railroads, that rates for the transportation of mail be made on a commercial basis, with allowance for a reasonable profit, may be regarded as established. The second point, that quadrennial weighing periods result in hardship to the carrier, inasmuch as no provision is made for the growth of traffic in the four years' interval between weighings, is hardly disputable. Where the volume of traffic is produced by a legislative extension of the government's postal function, and a ridiculously inadequate allowance is made for the added service performed by the railroad (as was the case in the establishment of the parcel post), the result is properly characterized as a crying injustice.

Instead of weighing the mails once a year, as proposed in the pamphlet, they ought to be weighed every day, just as

freight is weighed when it is put on the platform. This would require payment for mail transportation at rates based upon ton-miles; and why not. The pamphlet insists that weight and distance are the proper factors for figuring out just rates. A provision was written in the postal appropriations law of the last session, that the Interstate Commerce Commission be authorized to establish a ton-mile rate for the carriage of parcel post matter, which would be equivalent to the earnings of the railroads for transporting express matter. This is repelled, however, because the railroads are required by the postal law to perform terminal and transfer services which the express companies perform for themselves. The answer is that these extra services be dispensed with or that they be rewarded by extra pay. The allowance to be made to each company for car space used in mail transportation could be more satisfactorily and more easily settled by inter-corporate accounting than by accounting with the postoffice. Car-foot-mile accountings are everyday occurrences among railroads. The rental to be paid for railway postoffices presents no particular difficulties; and the present pay is probably not inadequate. If the matter of railway mail pay should be permitted to come before the Interstate Commerce Commission a solution of the problem could probably be found.

COURTS HOLD 42,000 MILES.

Present Railroad Receiverships Exceed Any Previous Time.

New York, Sept. 30.—With the inclusion of the Missouri, Kansas & Texas the mileage of railways in the United States in the hands of receivers is now greater than it has ever been before, the *Railway Age Gazette* says in its current issue.

Eighty-two railways, operating 41,988 miles of line and with a total capitalization of \$2,264,000,000, are now operated by receivers. This is more than one-sixth of the railway mileage in the United States, and exceeds the total railway mileage of any other country in the world, except European and Asiatic Russia combined. The total par value of securities outstanding of roads being operated by receivers represents about 15 per cent of the total capitalization of the railways of the United States.

The largest mileage of roads in receiverships previously recorded, according to the Interstate Commerce Commission's report, was for the fiscal year ending June 30, 1894, when 192 roads, operating 40,818 miles of

line, and with a capitalization of about 2½ billion dollars, or about 25 per cent of the total capitalization at that time, were being operated under the direction of the courts.

RAILWAY RETURNS FOR THE FISCAL YEAR.

The drastic economies to which the railways have been driven recently are clearly reflected in the Interstate Commerce Commission's compilation of the returns for Class I roads for the fiscal year, which were reported recently. These are roads earning \$1,000,000 gross or more. Their total operating revenues were \$163,404,055 less than for the year 1914, which also showed a decrease of \$65,691,076 as compared with 1913. The managements were able, however, to reduce operating expenses by \$186,244,099, and taxes declined \$2,765,192, leaving a net gain of \$24,991,787, or 2.6 per cent per mile in (net) operating income. It should be noted that this gain is to be compared with the results of a year in which there was a decrease of \$118,657,668 in (net) operating income. Reduced to a mileage basis, the decrease in total revenues was 6.3 per cent, while operating expenses were reduced 9.3 per cent, and the increase of net operating revenues was 1.8 per cent. Freight earnings per mile were reduced from \$9,200, in 1914, to \$8,701, in 1915; passenger earnings from \$3,038 to \$2,757, and express earnings from \$960 to \$302. The reduction in operating expenses per mile was from \$9,801 to \$8,894, or \$907, of which \$449 was in transportation expenses, \$209 in maintenance of way and structures and \$117 in maintenance of equipment. The saving in transportation is, of course, a real saving, but as nearly half of the total reduction in expenses was effected in the maintenance accounts it is to be feared that much of the small improvement in net for the year was gained only by deferring many needed expenditures on roadway and equipment to some future date. The increases in net operating revenue are entirely attributable to the more favorable showing of the Eastern roads in 1915 than in 1914. The Western and Southern groups of lines show decreases both in total and in net operating revenues in spite of reductions in operating expenses. The relatively more favorable showing of the gross and net earnings of the Eastern roads was partly due to the fact that the advances in freight rates allowed by the Interstate Commerce Commission in the 5 per cent case were in effect a part of the year.

Neosho, Newton County, Missouri

In telling the real Neosho story, common justice drags one far afield from the domain of dry facts and figures. A graphic description of the city and its flanking environs demands unusual treatment to avoid the two extremes of real estate literature and the spiritless figures of a statistician's footing of facts. Many readers take the effusions of the former with grains of salt; few, indeed, care to read all of the cold deductions of the latter. A Neosho business man suggested to the writer that the present sketch of Neosho should be prefaced by an attack on the readers' stomachs—an unusual proceeding, but often an effective one, depending, of course, on the varying conditions of stomachs. Therefore, when we say boldly that Neosho people six months in the year eat matured products ripening each of those six months here at home, we are making a bid for attention that neither the real estate dealer nor the statistician can hope to command.

About everybody who reads English has read "Neosho Strawberries" on his bill of fare in some part of the United States. And for years that two-word legend has held a place in the mind of the epicure that meant a tangible something not to be found anywhere else but at Neosho. Along in May the strawberry harvest comes along and the red berries stream to the four compass-points on special refrigerator trains, and as a consequence more than a hundred thousand dollars of strawberry gold radiates through the local arteries of Neosho business circles. This is the first big, money crop of the Neosho season.

Facts regarding strawberry profits make the stranger dizzy until he verifies them. This year Neosho shipped 105 cars of berries out of a total of 161 cars for the county. Figures compiled by the berry growing associations show that growers received net profits of from \$250 to \$650 per acre for single acre tracts, and from \$500 to \$900 for two-acre fields. The sum of \$141,000 was received for the 161 cars produced in the county this season. Pickers received \$33,000 in wages. But for the unusual rains this season, the above figures would probably have been doubled.

Newton County produces more strawberries than any county in the State.

After corn planting time, come strawberries and cherries. These are followed by raspberries, blackberries and dewberries. Next comes the big grape crop, the crop second in importance financially to the strawberries. Within a couple of weeks early peaches are on the markets, and before they have disappeared along come the twins, Jonathan and Grimes Golden apples. As if this were not enough, September late peaches appear for good measure, and before their memory is dulled, the rich, red, russet and golden winter apples round out the month of fruition—October. And still the farmer does not stop. Instead, he begins to raise berry plants and young grape vines before winter sounds the gong. And intermingling all are the luxuriant vegetable and grain products, each coming in its proper season.

Five years ago there were no grapes here save in a few back-yards. Now, there are upwards of 500 acres planted to grapes around Neosho and the acreage is increasing at the rate of 200 acres per year. The sum of \$210 an acre has been realized by one grower of grapes, R. B. Rudy, who has 40 acres in vineyard. Before the advent of the strawberry, people here valued the rocky hill lands around town at something like \$5 per acre. After a few of the stoniest hills took on a crimson mantle of strawberries, this land rose to \$75 and \$100 an acre in value. The magnificent grape vineyards have also given the land still an added value.

Accurate field notes on apple and peach production have not been kept in this section. Orchards are scattered all over the surrounding locality, and it is a fact worth remembering that the large fruit yields come from the orchards that have received careful attention. The Elberta peach is the commercial favorite. But Mountain Rose and Belle of Georgia white peaches are both local favorites. For example, one of the scientific orchard men of the locality is Mr. Henry Richardson, who has sold upwards of \$300 worth of peaches from an acre. Mr. Richardson's orchard is divided as follows: Strawberries, 11

acres; raspberries and blackberries, 5 acres; peaches, $7\frac{1}{2}$ acres; cherries, $3\frac{1}{2}$ acres; grapes, $2\frac{1}{2}$ acres; apples, 18 acres. Apple orchards running from 40 to 200 acres are owned near the city by W. K. Brooking, Rolla Walker, Mrs. Marion S. Bennett, and L. T. Herndon.

In the year 1914 apples were scarce in Missouri; many parts of the State had no apples at all, and others had some, but the quality was poor. Southwest Missouri had the best crop of any section, and four carloads were bought by the State Horticultural Board (and Neosho was the only town that furnished a full carload) and were sent to the Panama Exposition at San Francisco. Several of our apple growers sent various kinds to exhibit for premiums, and Mrs. Marion S. Bennett received a gold medal, and Harry Richardson several silver medals, and several others whose names were not reported.

Newton County is wonderfully well watered by numerous clear streams and many springs. Live stock interests are expanding rapidly, with a strong tendency toward elevating all standards.

Percheron and saddle horses, Jersey and Holstein cattle and other breeds, as well as blooded hogs and sheep, and fine poultry, are the result of a steady propaganda toward better stock. The Newton County Live Stock Boosters' Association is making Neosho a distributing point for this high-grade stock as well as directly vitalizing the industry itself. In this connection it should be stated that nowhere is there a section better adapted for dairy and creamery development than Newton County, and a start has been made toward the development of that industry.

General farming interests are steadily advancing and the county is one of the best in the southwest part of the State. The mineral interests of the county run into the hundreds of thousands of dollars each year. This county is the seat of the first lead and zinc mines of the Missouri-Kansas District, Granby, seven miles east of Neosho, being the mother camp of the section that now rules the lead and zinc market of the world. Rich tripoli deposits are worked at Seneca, in the western part of the county.

Aside from the mineral shipments, there are shipped from the county annually vast quantities and numbers of horses, mules, cattle, hogs, poultry, eggs, butter, wheat, corn, oats, vegetables, strawberries, apples, peaches, raspberries, cantaloupes, canned

fruits and vegetables and kindred products.

Small tract farming on an intensive scale near Neosho has passed the experimental stage and has demonstrated the logic of greater effort on fewer acres.

About all valley land is rich and the valleys around Neosho are as fertile as any outdoors. But huge wheat, corn, and oat yields are gradually giving way to alfalfa, some of which cuts five times to the season. Upwards of 200 acres of alfalfa are located in the vicinity now and the crop is just becoming established. Sweet potatoes occupy 200 acres near town and have yielded 400 bushels to the acre. This also is, incidentally, one of the fine clover sections of the State.

Neosho is a city of 5,000 population, and its natural setting has placed it among the most attractive centers of the country. Ten soft, cold, pure springs burst from subterranean limestone ledges within the city boundaries. One large spring supplies the U. S. Fish Hatchery. The Big Spring, known the country over, is in the center of town and rolls from the base of a precipice in the edge of a park which is buttressed by majestic bluffs. Auto parties from scores of surrounding cities motor to this spot, bringing their lunches, and call it an ideal outing. In addition to the many springs, there is an artesian well, 1,200 feet deep, in the center of the public square, from which flows continually a 99.98% pure, clear water, no odor or sediment—as shown by analysis of the School of Mines—and wonderfully good for drinking purposes.

The Neosho business district is level, lies in the edge of Hickory Creek valley, and perhaps half of the residence section is on the flanking, wooded hills. Traveling men call Neosho the handsomest town in the State. Neoshoites modestly say they are trying to make it the handsomest. Features of the business life of the city are its stable conditions, large stores, exceptional stocks of goods, handsome fronts, four banks, an exceptionally loyal country trade; Frisco, K. C. S. and M. & N. A. Railroads, and a marvelous system of rock highways centering in the town. The "Scenic Route" connecting the towns of Neosho and Joplin—19 miles—was built at a cost of \$30,000 and brings the two cities into most intimate touch. Three jitney bus lines run between the two points. Thirteen churches and unexcelled public schools fulfill their missions admirably. Neosho is easy to reach and easy to leave. The traveler goes to bed on the K. C. S. at midnight and breakfasts in

Kansas City. He takes a berth on the Frisco in the early evening and eats breakfast in St. Louis. An hour's ride brings outing parties to one of the premier fishing and camping sections of the Southwest on beautiful Cowskin River, at Noel, Mo., south of Neosho.

For fifty years Neosho has maintained high social standards. Particularly has the well-dressed Neosho woman set a standard peculiarly her own throughout the Southwest. The town's social fabric is grounded firm and deep on early years. Splendid and beautiful homes are centers of the finer things that have made Neosho a cradle of culture, refinement and character-solidity.

With an altitude of 1,050 feet above sea level, with pure water and ideal living conditions, Neosho has an acknowledged position as a health resort. Ample hotel facilities and congenial surroundings are features that appeal to the visitor ill or well. The nights are usually cool and the days rarely hot to the point of discomfort. No town offers better opportunities for a day's outing when desired, as fishing and boating privileges are easily to be had. One of the most charming spots to be found in the State is the beautiful fish hatchery established here twenty years ago by the U. S. Government, and which now forms a lovely park, aside from the interesting features of fish propagation, which are open to all visitors.

The Harvest Show.

The Harvest Show, held for the past five years, is a splendid feature of Neosho's enterprise. It is managed by the Neosho Commercial Club and is financed each year by subscriptions from the citizens of Neosho—in fact, it is a fair without the bad features that usually accompany a fair.

It is held in the public square, in temporary covered buildings. No concessions are given, no merry-go-rounds, no stands, no fakirs or grafters of any kind are permitted. Valuable premiums are given for their products, and the improvement in the quality and quantity of grain, vegetables, fruit, poultry, hogs, cattle, horses, mules, etc., is very easily seen, as the exhibit has been highly praised by visitors who had been to other fairs and exhibits in other places.

"For Farmers, Not Fakirs," has always been the motto of the managers of the Harvest Show, and it has been a working rule that has proved its wisdom and demonstrated that the people of Newton and adjoining counties are proud of an exhibi-

tion that really has for its purpose the betterment of the people who patronize it.

People have come to know that the square deal policy is the only kind that goes at the Harvest Show, and it has grown in exhibits and attendance each year. In 1914 the display was double that of any previous year, and this year, judging by the interest already shown, the exhibits and attendance will eclipse any previous year.

Roads.

Newton County and Neosho are fast becoming known for their good roads. Neosho last year voted bonds for \$30,000 for good roads in Neosho Township, besides contributing \$25,000 to help build roads inside of Neosho, leading in different directions, and there were graded and built more than 50 miles of good roads, 30 miles of which were surfaced with crushed rock and gravel, and before Spring, 1916, there will be at least 10 miles completed.

Neosho is on the direct line of the "Canada to the Gulf" Road and there are now almost completed two good roads north to Kansas City, and a good gravel road South to the Arkansas line, and within the next year this road will be extended south to Fort Smith, Ark.

Where We Are.

Newton County is the second county north of the Arkansas State line, bordering on Oklahoma and the State of Kansas. About one-third of this county is hilly land, the remainder being comparatively smooth, level land lying between more undulating areas. The area is 629 square miles, or 403,000 acres. The general slope of the surface is to the west, and in the southern portion to the south. The county is exceptionally well watered, having numerous fine streams and very large springs. Wheat and corn are the principal grain crops, but flax, buckwheat, sorghum, hay, clover, oats and timothy are produced in great quantity. Bluegrass pastures are numerous and nearly all farmers engage in raising horses, cattle, mules, hogs and sheep. An enormous poultry business is done, the town of Neosho alone handling annually about 10,000 dozen of chickens and 5,000 cases of eggs of thirty dozen each. Commercial fruit growing, the raising of apples, peaches, grapes, strawberries and other fruits have reached great development here. Strawberries, blackberries, raspberries, grapes, etc., are shipped as far north as Manitoba, and one of the largest fruit canneries in the State is maintained here and its annual output is very large. There are fruit growers' associations at Aroma, Neosho, Seneca, Tipton

Ford and Sarcoxie, which look after the proper cultivation, packing and marketing of the fruit and truck crops and handle the business with eminent success.

The productions of this county consist of a great variety, covering nearly every line of endeavor. The agricultural production in 1910 was as follows: Milk, 2,016,309 gallons; cream, 6,728 gallons; butter fat, 32,815 pounds; butter, 567,322 pounds; value of dairy products, \$142,214; number of poultry, 222,160; eggs, 928,736 dozen; value of poultry and eggs, \$238,093; value of honey and wax, \$1,425; value of wool and mohair, \$1,786; value of animals sold, \$888,281.

Largest production of field crops: Corn, 1,306,233 bushels; oats, 294,418 bushels; wheat, 404,772 bushels; hay and forage, 35,080; Irish potatoes, 102,233 bushels; sweet potatoes, 20,498 bushels; syrup, 18,571 gallons; apples, 55,797 bushels; grapes, 186,925 pounds; berries, 2,956,787 quarts. The value of the cereals produced was \$1,233,987; other grains and seeds, \$9,795; hay and forage, \$272,249; vegetables, \$171,845; fruits and nuts, \$262,057; all other crops, \$95,961; total \$2,045,894.

The live stock in the county is valued at \$1,833,152, and consists of 19,967 head of cattle, valued at \$451,031; 10,871 head of horses, valued at \$1,039,186; 1,985 mules, valued at \$207,215; 103 asses and burros, valued at \$22,675; 19,501 swine, valued at \$141,704; 4,222 sheep valued at \$18,852, and 1,047 goats valued at \$2,489.

The value of farm property in the county is \$14,786,459. The acreage in the 3,215 farms in the county is 304,494, of which 219,729 acres are improved. The average farm consists of 94.7 acres, is valued at \$4,599, and the average value per acre is \$33.97.

The population of the county in 1915 is 30,000 of whom 9,661 are town residents.

Newton County is in the zinc and lead region of Missouri, and mines have been in steady operation since 1854 and a smelter is maintained at Granby, Mo. Tripoli, an infusorial earth, used in the manufacture of grindstones, abrasive powders, filters and other purposes, is found in large quantity and manufactured in two establishments.

The greater part of Newton County was originally heavily timbered, though it contained also large areas of prairie land. The soil generally is dark, in places gravelly loam, underlaid with clay loam and with porous earth of considerable depth, chiefly red or brown colored clay. As in localities having numerous water courses, there is considerable diversity in soils, and the sub-

ject can only be mentioned in a general way. Nearly all the soils in the county are highly fertile.

Many clear, sparkling springs are a feature of the country. The principal rivers and streams are: Clear, Shoal, Oliver, Hickory and Lost Creek. Timber for home consumption is abundant, consisting of oak, hickory, walnut, etc.

The railroads traversing the county are the Kansas City Southern Railway; the St. Louis & San Francisco, and the Missouri & North Arkansas Railways. The country roads consist of 50 miles of macadam and gravel roads and about 700 miles of dirt roads. Some of the finest drives in the State can be found in this county. The towns are Neosho, population about 5,000, county seat; Berwick, Cartmell, Christopher, Diamond, Granby, McElhaney, Newtonia, Racine, Ritchey, Sanginaw, Seneca, Spurgeon, Stella, Sweetwater, Tipton Ford, Wanda and Wentworth.

The taxable property in the county is valued at \$6,173,000. One hundred and two school districts, with 170 teachers and 8,686 pupils, are maintained. The teachers' salaries amount to \$58,176.66 per annum.

Neosho is a beautiful little city of 5,000 people, with many substantial business blocks built of brick or stone and a fine residence district with numerous attractive dwellings surrounded by shady lawns and gardens. It has been noted as a health and pleasure resort for many years and is annually visited by hundreds of people from other States who spend the summer months there.

Nation-wide publicity has been given Neosho through the activities of the Neosho Ad Club, an organization whose functions have been centered on legitimate publicity in local business circles and on the municipal structure as well. The Neosho Commercial Club has a salaried secretary and is composed of practically all of the active business men of the two.

Neosho is one of the most important postoffice points of its size in the whole country. For the fiscal year ending June 30, 1913, the postoffice receipts were \$18,508.13. The year following they totaled \$21,181.13, and for the fiscal year closing June 30, 1915, the receipts were \$28,523.87. The receipts of the office have doubled in the past six years.

A 24-hour electric light and power service is in force in this city and the town has an ample water system. Good streets, miles of brick and cement walks, are in all parts of the city. Several wholesale houses,

including one of the largest grocery jobbing houses in the State, and a number of manufacturing establishments all aid in the regular payroll. Among these establishments are a modern planing mill, large plow factory, foundry, a big cold storage and ice factory, three flour mills, two grain elevators and a creamery. The Wm. P. Stark Nurseries here are among the most extensive in the United States.

The Neosho Canning Factory is a big local industry. Last season it employed 150 people, ran 24 hours a day and turned out 20,000 cans of tomatoes daily. The factory paid \$10 a ton, or 33 bushels of tomatoes, delivered. The establishment consumed 2,193,700 pounds during the season, or 673,000 cans in 28,000 cases. The sum of \$10,966.85 was paid out for tomatoes and \$12,000 for labor.

Among the other industrial undertakings in Neosho are two grain and feed mills, one bottling works, one steam laundry, two heating and plumbing companies, one ice factory, two harness shops, one cold storage plant, one candy factory, three tailoring concerns, two cigar factories, one marble

works, four wagon and repair shops, two weekly newspapers, one daily newspaper, one job printing house and one of the largest nurseries in the west.

It has been the aim of the writer to frame this letter to outsiders without the aid of garnished phrases or undue emphasis as to details, because the subject does not require either. It is written in defiance of all usual classification common to such documents, but you will find its random expressions fully borne out if you come to see. It may be that Neosho and Newton County need you and, by the same analogy, it is possible you need one or the other, or both.

The Neosho Commercial Club is up and doing always, and has adopted the slogan "Neosho Needs You," and it is an invitation to outsiders to come and be one of us. We are proud to live in the "Show Me" State, and we can "show you" why we are proud to live in Newton County—if you give us the chance. The truth of each and every statement in this article is guaranteed. For any information, write to Secretary of the Commercial Club, Neosho, Mo.

Scott County, Arkansas

The people of Scott county are a happy, contented lot. With a fine climate, as salubrious as that of California, with the best drinking water in the world, with valley and bottom soil of a sandy loam variety that grows corn from 40 to 100 bushels to the acre, alfalfa that will make five to eight cuttings each season, clover, timothy, lespedeza and blue stem and the ever abundant Bermuda grass growing in the timber as well as in the open pastures, and the herds of high grade cattle and hogs feeding thereon, there is reason for them to be so contented.

The first consideration of a man seeking a new place for a home is that he shall have a nice climate and good drinking water. Without these he and his family will never be satisfied. A man can make a living anywhere, and he had as well be where he can enjoy that living as to be in a country where he is housed up the better part of the year on account of bad weather conditions, and to be where ever his stock can hardly be allowed out of doors; where it takes most all the feed he

can raise in summer to keep his stock warm in winter and quite a snug sum of money to pay for the coal that is needed to keep his house warm.

The next consideration is that he have a good farm which will produce him a living and some to sell and where the prices of farm lands have not advanced to the top notch, so that he will every year have a place that is worth more than it was the year before. And that the soil is such that it will improve with cultivation instead of getting poorer. Scott county soil cannot be worn out. With proper tillage it will be better and better every year. The sub-soil is as good as the top soil and can be turned up a little more each year, and the last crop of the cow pea roots turned under, with no need of any other kind of fertilizer.

A third consideration should be that a good fruit and vegetable country be selected; as, besides the very profitable returns of such crops, the home life is made more livable by having such things in abundance during season and the "putting up" of hundreds of cans for use the rest of the year.

Your own canning, too, so that you know what you have to eat, that it is good, that it is clean and seasoned or sweetened to your particular taste. Your wife or mother can do these things more to your liking than any store bought goods. If there is any place in the wide world that can raise more and better fruit and vegetables than can Scott county, it is yet to be heard from.

This little say is not dealing in statistics, but we make the broad assertion that, considering everything, you will find this county as near what you are looking for as any other spot you may hear about. We have a kindly people, who welcome newcomers. But our country has not had the advertising that many sections have, and many of the folks here do not really appreciate the value of what they have. We know this, that whenever we get a well-informed man from the more thickly settled northern country to look over our fertile valleys, he invariably expresses surprise at the low prices at which farms can be had and almost always makes a purchase. We believe a less per cent of people come here and do not purchase than to any other section. Improved places can be had frequently at a little more than the cost of renting per year in the high priced Northern states. Your Northern lands have a sentimental value. Large families have grown up and the old folks want to keep their children in the neighborhood and will pay large prices, for mere sentiment, for the lands near them. This is a new country to the world at large, as we have had no transportation facilities until within the last twelve years or so.

Carefully examine the picture of the field of cow peas and corn which is grown in Scott county. The cow peas are sown in

the corn after it is laid by and by the time the corn is cut there is a heavy crop of peas. In the picture the corn has been cut out of the field in the foreground and as soon as the balance of the corn is cut the peas will be ready to cut. While some of them are threshed for seed, the main crop is cut all for hay. Without a doubt it is the best hay (including the peas) that is grown. It is as fattening as "corn and alfalfa" and stock will leave any other kind of feed to eat this. If this crop were sold for money it would be: 50 bushels corn to the acre at 70 cents, \$35.00, and 2 tons of pea hay at \$14.00, \$28.00, or \$63.00. But it is fed to the fine stock, cattle and hogs that our farmers are raising, and thus brings them much more money, as well as helping enrich their own land. The cow pea roots are then turned under for keeping the land in its rich state, putting humus in the soil.

There are many such fields here that can be shown the home hunter and we welcome investigation and will be pleased at requests by letter for further information. We have many photographs of farm fields and houses which we will be glad to send free. Ask for a description of such sized farm, or farm of such a value as you wish, and the writer will try to answer fully and promptly.

WM. NICHOLSON,
Waldron, Arkansas.

[Editor's Note: Mr. Nicholson was formerly the immigration agent of the Kansas City Southern Railway, and selected Scott county as a place well suited for immigration work on account of the desirable land and large scope of territory easily reached from Waldron.]



FIELD OF COW PEAS AND CORN

Along the Country Roads in the Ozark Region

Now that most of our summer travelers have returned from their distant journeyings, it might be in order to learn what can be reached in half a day's trip nearer home. Of course, "distance lends enchantment to the view," and to one possessing a good imagination and a lively sense of anticipation, the forests look greener, the flowers more varied and brilliant, the atmosphere clearer, and the summer climate more delightful the farther they are away. Now, in most cases, all this was true; the trip was a profitable investment and a failure to make it would always have been a source of regret. But we have some right good things nearer home and our Ozark Mountain country, with its altitudes of 1,000 to 2,000 feet, has many attractions we know but little of. In a small way they are being developed as health and pleasure resorts, and Siloam Springs, Sulphur Springs, Monte Ne, Eureka Springs, Elk Springs and Noel are well and favorably known to a considerable number of summer tourists.

Traveling by rail through the Ozarks there is much that is beautiful which can be seen from the car windows or from the observation platform at the rear end of the train, but, traveling rapidly as passengers on railroads do, only a fleeting impression can be obtained, and there is very little time available in which to make a clear mental picture of the landscape as it flits by.

The automobile traveler, who can regulate his speed, encounters no such handicap and hundreds of beauty spots are accessible to him which could not be seen from a railway train. Within the last two years a vast amount of road improvement has been done and a journey from Kansas City to, say, Noel, Mo., or Sulphur Springs can be made in about ten hours by automobile. The most beautiful piece of road, affording virtually the finest scenery in Missouri is the Lonesome Pine Trail extending from Joplin, Mo., to the Arkansas line and thence through Benton County, Ark., to the Oklahoma line near Siloam Springs, Ark.

Very few people, even those resident in the towns of the Ozark region, have any conception of the natural beauty of the

landscape lying along the roads leading from and connecting the various towns in Southwestern Missouri and Northwestern Arkansas. The commercial traveler, engrossed with the details of the bill of goods he expects to sell in the next town, is too busy, as a rule, to note the features of the landscape. His great concern is to convince the local merchant of the cheapness and superiority of his goods and close his deal in time to catch the local for the town beyond. The farmer with his wagon load of chickens, eggs, apples, cordwood or berries, has traversed the roads so often, that the market price of chickens and eggs is of greater interest to him than the beauties of the country passed through.

The country is hilly and even mountainous in places, but the elevations are not so stupendous as to exclude from the view landscapes several miles in extent. Unlike the Rocky Mountain scenery, the landscape is not hemmed in by continuous ranges of high mountains, but rather presents a panorama of exquisite scenery as the journey proceeds. In the Ozark landscape there is always something beyond the immediate range of vision that is more beautiful than the piece of road already passed over. In place of a gray wall of towering rock, there is always visible in the distance the deep green of a timbered hillcrest, or the fringe of timber surmounting a high bluff, suggesting many scenic possibilities beyond.

In April, May and June the landscape is bedecked with wild flowers, among which the daisy is not a stranger. The damp and shady places are full of violets, spring beauties, the flowering wild onion and their ilk, while the hillsides and valleys are resplendent with the dogwood, haw and wild plum and crab blossoms, while the hundreds of orchards and berry patches contribute their share to the symphony in colors of the spring. In June, July and August the wild roses, the morning glory and the Virginia creepers' brilliant blossoms illuminate the deep green of the dense and more sombre looking patches of forest, which near the streams are sometimes covered by a most delicate and exquisite veil or web of light green foliage formed by the climbing vines that run from tree to tree. Every shady nook is full of ferns and the spring branches and clear pools are covered with water

cress and lilies. It is the season when Bob White, Cock Robin and the impudent Blue Jay are getting the best there is in life; the fox squirrels chase each other through the foliage; the big bull frog and the little fellows of his kind have much to say about the weather and the moon, and also the time when the big hungry bass mistakes a wad of feathers for a new kind of a bug or a revolving spoon for a live minnow; in September and October, while the golden rod and the sunflower are struggling for possession of the roadside, the hills and valleys are aflame with color as the forest foliage turns carmine and yellow and the maples and the oaks and the sumach stand forth in all their glory.

Of course, you don't see these things from the hotel porch, or if you are engrossed in business. In the Ozark region the roads rarely follow the section lines, except in the broader valleys or on the comparatively level table lands. They are, as a rule, smooth and hard gravel thoroughfares, almost entirely free from sand or dust. The whole Ozark region was originally well wooded, but the greater part of the forest has been replaced by farms and orchards. Nearly all of the roads are well shaded, though small areas of prairie are occasionally traversed.

Neosho, Mo., is one of the most beautiful little cities in the state. The ambition of its inhabitants was to build a commercial and manufacturing city and in a large measure they have been successful, but nevertheless there are present all the features essential to the comfort and entertainment of the summer visitor. In its general aspect it is more like a great park than like a commercial city. It is surrounded on all sides by high hills, some sloping gradually from top to bottom, others steep and abrupt. From nearly all of them issue great springs, some of them large enough to furnish power for manufacturing purposes. Hickory Creek skirts along the edge of town and a half mile beyond is Shoal Creek, both fine fishing streams, meandering through some of the best farms in Missouri. Shoal Creek is navigable for row boats or gasoline launches for three or four miles near town, and so clear that the fishes can be seen at the bottom. The uplands around Neosho are nearly all in fruit, there being nearly six thousand acres in apples and peaches and over one thousand acres in strawberries. An hour's drive in any direction will present a panorama of picturesque hills, deep valleys, steep bluffs and cliffs, beautiful, swift-flowing streams full of game

fish, numerous great springs, and a succession of prosperous grain farms, orchards, vineyards, truck patches and berry farms. There is not a mile of road within easy reach of town which would not prove interesting to anyone driving over it. Among the many points of interest at and near is the United States Fish Hatchery, with its numerous ponds fed by large springs issuing from the adjacent bluffs.

The more rugged country begins at Lanagan in McDonald County, Missouri, and extends southward into Arkansas to Sulphur Springs. From Lanagan to Noel, Mo., a distance of five miles, is a good gravel road following the meanderings of Indian Creek to its junction with the Elk River and thence to Noel, situated within a mile or so of the state line. A few hundred yards from Lanagan the road crosses Indian Creek just below a large mill dam and the remains of an old mill, and then winds its way along the hillsides and rocky bluffs, through several fine orchards, to the Narrows of Elk River, a series of immense cliffs, from 200 to 300 feet high and overhanging the stream—which, by the way, is one of the finest fishing waters in Missouri. Just below the junction of the two streams is Elk Springs, a small railroad station, lying in a short bend of the river. The ends of the bend are within a quarter mile of each other and the bend itself is about three miles long, any part of which being within half a mile of the station. Within this bend is a ridge some 250 feet high, from which the river can be seen for a good many miles. The road continues under the great cliffs and along the river bank about three miles to Noel. Several great springs, one of them large enough to supply a whole town with water, gush out from the rocks and flow off into the river. Crossing the river, which turns sharply to the northwest at Noel, the road for a half mile or so runs under Avery's Bluffs, one of the most picturesque spots in the Ozark region, a series of hanging ledges, making virtually a roof for the road to the rapids, which extend another half mile, and not far beyond these are the Cedar Bluffs, towering above the road several hundred feet.

Another road, that from Noel to Pineville, the county seat, about eight miles apart, passes under the cliffs of the Elk river a considerable part of the way. These tower from 200 to 300 feet nearly the entire distance and present a continuous panorama of beautiful views. The Elk River, along this road, is a smooth-flowing stream, deep and placid enough for the

continuous passage of small craft, row boats, motor launches, etc., from Noel to Pineville. Several stretches of navigable water also are found between Lanagan and Noel. These are separated by narrow gravel bars which could be cut through with half an hour's work.

From Noel to Sulphur Springs, Ark., a fine hard gravel road follows Butler's Creek, along which are some of the highest perpendicular limestone cliffs in the state. Butler's Bluff, about a mile south from Noel, probably 300 feet above the creek bed, is a solid wall of white limestone, perfectly perpendicular, which can be seen for a distance of many miles. At the bottom of this bluff is the opening to an immense cave having numerous caverns and narrow passages branching out in all directions. In one part of the cave is a broad room with a vault fifty feet high, from which are suspended stalactites of brilliant refraction, then narrowing down to a low passage, changing direction and widening out again to a capacious room containing small rivulets, which, dripping down the walls, make an unearthly music in the dead silence of the cave. No explorations have been made farther than a quarter of a mile. An outward draft of cool air, 40 to 50 degrees in temperature, is present at all times. Butler Creek is a clear little stream, running along the base of the bluffs all the way into Sulphur Springs, Ark.

Sulphur Springs and the country round about afford magnificent scenery. There is plenty of hill climbing for those who enjoy that sort of thing and large caves are common near the town. There are four or five different kinds of sulphur water, a nitre spring and the purest mountain water in the greatest abundance everywhere else in the neighborhood. Splendid bathing pools are found in a dozen places in water clear as crystal, flowing over clean gravel. One can have a disconsolate stomach put in working order at the Sulphur Springs, get up an appetite worth having and satisfy it. The morning walks will lead one over the hills, through the orchards, truck gardens and berry patches, past many a charming fern-grown nook, and bring a relish that makes one glad he is alive.

The points mentioned above lie on a spur of the Ozark Range projecting westward into Oklahoma. Gravette and Decatur, Ark., appear to lie in a cove or recess, the next spur being at Gentry and Siloam Springs, Ark.

To get the best there is in the Ozark region, one should be provided with a fish-

ing rod and reel, some bait, a camera and a bathing suit. As I am at peace with the birds and the squirrels, and chickens and beef are cheap, I do not especially recommend a gun as being essential to human happiness.

On the roads leading out from Gentry, Ark., particularly those east of the town, there are probably more large springs than in any other section of the Ozark region. They gush out of the hillsides everywhere and a fine spring branch, rushing over a clean gravelly bed, is crossed nearly every two hundred yards. Ferns of various kinds grow everywhere and every crevice and cranny in the rocks is overgrown with moss and lichens. Almost any of the springs east and south of Gentry is big enough to run a flour mill. Flush Creek, distant less than a mile from Gentry, abounds in splendid scenery all the way to its head at Springtown, distant three miles. In the pools there is an abundance of game fishes and along the stream no end of fine camping and bathing places. Numerous high bluffs, festooned with creeping vines, or covered with tall oaks or sycamores, all shelving water-worn ledges of rock, extend along the creek for miles.

Leaving Gentry on the "main traveled road" for Siloam Springs, the journey is through orchards, first of one kind of fruit and then another, for a mile or two, passing at regular intervals a comfortable little home safely tucked away in a copse of tall oak trees; every few hundred yards a flock of Angora goats or sheep, then some cattle, some old hens with their broods of chicks, some ducks or geese in a spring brook; a mile or two more of orchards along a well-shaded gravel road and then, in a patch of forest, Flint Creek.

Rounding the curve in the road, there comes in sight an old abandoned grist mill, with its dam still intact. The old Quaker mill frame stands out as a reminder of the days gone by and the old settlers look upon it affectionately. A bare-legged urchin with a string of fish momentarily attracts some attention. Crossing the stream and leisurely climbing a "rise," one reaches a comparatively level plateau extending to the south and southeast. A mile or two more of orchards and gardens with their cosy homes, and then a prominent water tower, many church steeples, the roofs of the more pretentious buildings, and Siloam Springs, with its four thousand people and attractions peculiar to itself. The country traversed will make it plain to the casual observer why there are more than half a

million dollars of deposits in the banks of Siloam Springs and Gentry.

The roads between Gentry and Siloam Springs, and surrounding each place, pass through some ten to fifteen thousand acres of land devoted to orchards, truck gardens and berry patches. Every farm has its poultry yard, and in the "wee sma' hours o' the morn'" the birds maintain a wireless telephone system that covers an area of twenty square miles. Out of Gentry good hard gravel roads lead to Spavinaw Creek, a large, clear, sparkling stream, which has cut its way through great hills, has beautiful cliffs and bluffs, and affords a great variety of scenic attractions in the way of deep, still pools full of fish and swirling rapids. Coon Hollow is a deep gash cut in the face of Benton County, having precipitous, almost perpendicular, walls several hundred feet in height. Its shelving rocks, scenic nooks and corners and the fine fishing stream flowing through it are highly attractive. Osage River, another beautiful mountain stream, about five miles north of Gentry, is a favorite resort for the local fishermen. Great caves are found at Logan, some ten miles from Gentry. One of them is said to contain an underground stream, which has been navigated in skiffs for a distance of three miles. McGregor Cave at the head of Coon Hollow is frequently visited.

The summer visitor at Siloam Springs has within easy reach a number of highly attractive places. The Illinois River, some five miles south, has as beautiful river scenery as can be found in the country.

For a few miles the palisades of the Hudson are reproduced on a smaller scale. The fresh bracing atmosphere is no more clear than the waters at their base. Rapids and deep pools follow in quick succession—and even a lazy man can catch fish.

Seven miles west of Siloam Springs, in the Indian Territory, are the Dripping Springs. Driving out from the city through the woods all the way, a level rock bed is reached and here the team or tallyho is hitched. A short walk will bring the visitor to the edge of a cliff one hundred feet or more high. A winding path leads to its base, which is surrounded on three sides by perpendicular walls, the attempted climbing of which would constitute a neck-breaking venture. From the face of the cliff, sixty or seventy feet up, there gushes from a cavern a stream of pure water, which, flowing over a ledge, falling and spreading, reaches the pool sixty or seventy feet below in the form of a mist. Back behind this waterfall is a grotto, where a small party can sit and rest and watch the rainbows when the sun shines upon the falling drops, on looking through this veil of water, watch the ripples and rills, the little rivulets that soon form a stream and rush onward to meet the pool. They say that a dinner tastes better in that grotto than in the best hotel that was ever built.

There is good camping all the way from Neosho to Siloam Springs, and the country is free from mosquito pests, as the rapidly flowing waters of this section afford no breeding places, and of stagnant waters there are none.

Greatest Exporting Country

Shipments from the United States Exceeded those from Britain Last Year

Washington, Aug. 27.—For the first time in its history the United States leads the world as an exporter. In the fiscal year ending June 30, 1915, total exports exceeded those of the United Kingdom, the next largest exporting country.

Exports in the last fiscal year aggregated \$2,768,600,000, as against \$2,170,100,000 for the United Kingdom, the figures representing in the case of the United States an increase of 17 per cent, and in the case of the United Kingdom a decrease of 30 per

cent when compared with those of the preceding year.

The growth of exports from the United States and the United Kingdom at twenty-year intervals during the past century is here shown:

Year.	American Exports.	British Exports.
1815.	\$ 50,000,000	\$ 285,300,000
1835.	115,000,000	443,600,000
1855.	218,900,000	567,900,000
1875.	513,400,000	1,370,000,000
1895.	807,500,000	1,391,000,000
1915.	2,768,600,000	2,170,100,000

The Gulf Coast Region as a Health and Pleasure Resort

Some people, who reside along the Gulf Coast and travel, go north when the weather begins to get warm, but there is nothing extraordinary about this because the people of the northern cities are similarly afflicted and likewise go somewhere about vacation time. A large contingent of the people of Texas and Louisiana resort to the beaches along the Gulf and these seem to enjoy themselves as well as do those who go to the northern resorts.

The summer climate on the coast has its attractions—warmer to be sure, than in the winter months and more warm days during the year, but agreeable, nevertheless. The killing heat of the northern cities is not there, and the nights are invariably cool. All day long the breeze moves from the land to the Gulf and toward evening the cool Gulf breeze blows inland and a blanket is generally necessary for comfort at night, even in July and August.



DUCK HUNTING NEAR PORT ARTHUR, TEX.



BOATING ON LAKE SABINE.

The winters are bright with open sunshine and the thermometer rarely falls lower than twenty-four degrees above zero in mid-winter. While the northern farmer is battling with the snowdrifts, the Gulf Coast farmer is preparing his land for the coming spring crops and the herds are feeding on the open prairies. It is an ideal climate for a delicate constitution, and open air exercise is possible nearly every day in the winter. The Gulf Coast commends itself strongly to those who have spent a winter or two there previously. Where health is the prime consideration, the great contrast between the grim cold of a northern winter and the balmy spring-like weather of southern Texas or Louisiana, is worthy of a careful study.

Texarkana, Texas, and Shreveport, Louisiana, are cities well worth visiting. They have respectively 25,000 and 35,000 inhabitants, have good hotels, opera houses, electric street car service, clean, well paved streets, fine business blocks and every modern convenience a visitor could desire. The residence portions of these cities are very handsome, most of the dwelling houses being surrounded by beautiful gardens.

Beaumont, Texas, with its population of twenty-seven thousand, good hotels, opera



ON THE BEACH, LAKE SABINE.

house, country club house and modern conveniences of all kinds, has ample facilities for the entertainment of visitors. The climatic conditions compare most favorably with those of the reputed health resorts. The annual death rate of Beaumont is 12.8 per thousand, whereas the death rate of the city population of the United States is 17.8 per thousand. Out door sports can be enjoyed nearly every day in the year as it is never too hot or too cold to be in the open air. The Neches river affords good boating and fishing, and during the winter months there is an abundance of feathered game. Galveston, noted for its splendid beach, and Houston are distant only a few hours run and Port Arthur can be reached in an hour's time.

During the summer months Port Arthur is the resort for several thousand people, who esteem it above all other places on the Gulf as a watering resort. It lacks the killing heat of the northern cities, and the nights are invariably cool. Lake Sabine, one of the finest sheets of water along the entire Gulf Coast, almost land locked, of moderate depth, well protected and safe for pleasure boating, racing, rowing, yachting, bathing, fishing and aquatic sports of every description, is the principal attraction. The lake is only ten miles wide and thirty miles long, deep enough to float sail boats and other craft. In the waters of the lake, the rivers entering into it, Sabine Pass and the open gulf are Spanish mackerel, red-fish, sheephead, trout, bass, salt water cats,



THE PLAZA HOTEL, PORT ARTHUR, TEX.



PORT ARTHUR COLLEGE AND DORMITORIES.

JULY 1911

flounders and other fishes, including the tarpon and the jewfish.

A new pleasure pier constructed of reinforced concrete, fully equipped for the comfort and pleasure of visitors, has been completed and is open to the public.

The winter months at Port Arthur are delightful, and the climate is all that can be wished for. Fishing is still good, boating just as pleasant as ever, and the surrounding hunting grounds teem with every variety of water fowl known in the United States. Among the larger game of this kind, the brant is probably the most plentiful, but the goose, mallard, canvasback, teal duck, curlew, jacksnipe, quail and plover are abundant.

There are few places where one can spend the winter more agreeably than at Lake Charles. The hotel accommodations are good. The city has a beautiful residence district and the gardens of Lake Charles are

highly attractive. As a refined family resort the city is unequalled. The winter climate is balmy, the best theatrical productions are staged here and the opportunities for diversion and amusement are abundant. Calcasieu river and its several lakes afford the most attractive waters for pleasure boating. The river and lakes abound with nearly every variety of edible fishes. Along the water courses there is an abundance of game, including deer, foxes, raccoons, bears, rabbits, squirrels, and in fall and winter, geese, brant, ducks and other water birds. Pleasant drives, boating, fishing, bathing and hunting excursions can be made almost any day in the year. Within easy reach of Lake Charles are a number of important cities, all of which are well worth visiting. Beaumont and Port Arthur are close at hand and in a few hours' run Galveston, Houston, Orange and New Orleans can be reached by rail.

Jefferson County, Texas

Jefferson County, in which Beaumont and Port Arthur are situated, is in the extreme southeast corner of the state, and had in 1910 a population of 38,182, of whom 28,303 resided in the towns and cities and 9,879 were engaged in rural occupations. The total area of the county is 591,951 acres. Of this area 100,000 acres are prairie pastureage, which

with artificial drainage in a few places will become very valuable tillable land; 75,000 acres are timber land, embracing long and short leaf pine and valuable hardwoods and some cut-over land; 100,000 acres have been provided with canals and are prepared for the cultivation of rice, of which about 75,000 acres are under actual cultivation; 125,000



RICE FIELD, BEAUMONT, TEX.

acres now used as open pasturage, which can be irrigated and farmed to rice, and 125,000 acres suitable for truck, corn, cotton, forage and dairy farming. About 460,000 acres are high undulating prairies. The elevation is from thirty to sixty feet above the tide, sloping from the north to nearly sea level on the coast line.

The county is traversed from north to south by the Neches River, a navigable stream, and borders for forty-two miles on the Gulf of Mexico and sixteen miles on Lake Sabine, into which empty the Sabine and the Neches rivers. The lake empties through Sabine Pass into the Gulf of Mexico. The natural rainfall, about 55 inches, is sufficient for all ordinary staple crops, except for the cultivation of rice, which is a water plant and requires irrigation. About \$4,000,000 are invested in rice canals, mills and machinery for cultivating rice.

There is quite a variety of soils in the county. The prairie portion consists of gently undulating lands. The depression being comparatively level lands, used for rice cultivation. The soil is black and more firm than that of the low ridges which lie between the depressions. The ridges have a rich black, loamy soil and are good for crops of all kinds and also for commercial truck. The sandy soils in the timbered areas are the preferred soils in the fruit and truck growing industry, because they readily scour the plow and are generally earlier in making the crop and can be had for less

money. They are naturally warm soils and when once thoroughly cleared are easily tilled. The prairie ridges are a loose, loamy, very rich soil, are ready for the plow and cost more. Much of the cut-over timber land near Beaumont has soils which are practically identical with the famous tobacco soils of Cuba, and the climatic conditions are about the same. Tobacco, for home consumption, has been grown a good many years, but commercial cultivation has not yet been undertaken. In the adjoining county of Orange, several commercial crops have been produced and profitably sold. The most surprising feature to the old residents is the large number of new farms which have been opened up within the past year. They are found everywhere through southeast Texas, and the greater number are doing well. The quality and the number of live stock of all kinds have greatly increased.

For a number of years the manufacture of lumber and the raising of live stock on the open range appear to have been the preferred pursuits of the people of the county. The production of the ordinary field crops was very small and used for home consumption only. The agricultural resources of the county lay practically dormant until 1892, when rice growing was introduced. This industry had reached in 1900 sufficient magnitude to make this county noted for its rice production as well as for its production of lumber. Lands which previous



THRESHING RICE NEAR BEAUMONT, TEX.

to that time had only a nominal value began to increase in value rapidly. The rice crop of Jefferson County in 1913 was grown on approximately 75,000 acres, yielding about 10 sacks of 200 pounds per acre and is valued at \$2,000,000.

The completion and operation of the Kansas City Southern Railway in 1897, opening an outlet to the northern cities for the products of the local industrial enterprises, and the discovery of oil in 1901 with its consequent development, created an unprecedented demand for food stuffs. The demand far exceeded the local supply. It was found that corn, grain, cotton, forage crops, vegetables, fruits, etc., could be profitably grown at home and marketed, and it

was learned further that the home-grown product would mature two or three weeks earlier than in the sources of supply which had been formerly drawn upon, and eventually a truck shipping industry was developed.

A crop of two hundred and thirteen carloads of cabbages, cucumbers, sweet potatoes, Irish potatoes, tomatoes and cantaloupes, yielding a revenue of \$60,000, is now annually shipped out of the county. The largest revenue per acre is derived from the cultivation of fruit and truck, but the industry as a whole forms only a small part of the agricultural development. There was scarcely an acre of cotton in the county in 1900. In 1911 five thousand acres were



OIL STEAMERS. PORT ARTHUR, TEX.



ORANGE GROVE NEAR BEAUMONT, TEX.

devoted to this crop, and much more since then. In 1900 corn was mainly grown as roasting ears for the table. In 1911 ten thousand acres, yielding a large crop, were grown for forage. The farmers now raise their own feed. Corn, the sorghums, cowpeas, peanuts, several winter cereals, and some alfalfa are now grown on nearly every farm. Grain production, exclusive of rice, while not in any sense a very important factor, is pursued with profit. Every crop which can be produced anywhere in Louisiana and Texas can also be produced in Jefferson County with equal profits.

The natural pasturage is excellent and also affords an abundance of good hay. Range cattle are usually carried through the winter on the open pasturage without feeding, a practice which may be carried out with inferior range stock but could not be considered good farming with high grade stock. All the known forages of the United States yield fine crops here and live stock of all descriptions can be raised here profitably.

THE CITY OF BEAUMONT, TEXAS.

Beaumont, in 1900, was a town of about 8,000 inhabitants. Its principal industry at that time was the manufacture of lumber. The rice milling industry had become important and in time might have brought about the growth attained later on, but in 1901 an entirely unexpected thing happened.

On January 11th, the famous Lucas oil

well was brought in, a short distance from Beaumont. The incident attracted the attention of all those interested in oil. Within a few weeks the population of Beaumont had increased from 8,000 to 25,000. This influx of new people brought into the town a flood of capital, which could not have been secured under ordinary conditions in many years. Many new lines of business were established and the existing firms greatly enlarged their facilities. That which was built to accommodate the new influx of business was permanent and substantial.

After the excitement incident to the development of an oil industry had subsided, there were found so many other lines of profitable investment that the city retained nearly all its newly acquired population and continued to grow and expand.

In 1910 the census gave to Beaumont a population of 20,640. This population was entirely within the legal city limits. The city had outgrown its old boundaries and some of its greatest industries and most populous residential sections were outside of the city limits. As a matter of fact the population of Beaumont is approximately 26,000, though the school census places it at 28,000.

The city now has forty-eight manufacturing industries with a total capitalization of \$14,769,500; a gross annual business of \$11,601,000, and a payroll of \$3,490,200 with about 1,500 employees. In the mercantile

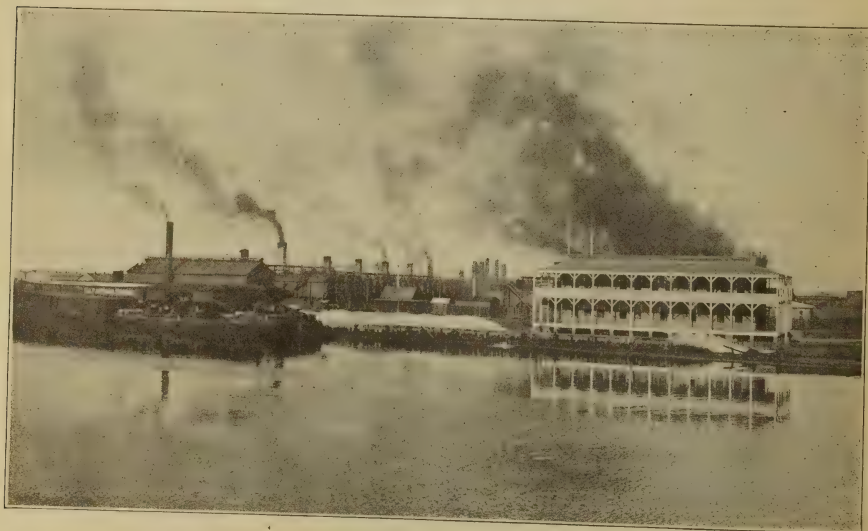
lines are forty-eight wholesale firms. The value of the grocery and provision trade will exceed \$4,000,000 a year; the grain and mill stuff distribution will reach \$2,000,000, and the fruit and vegetable trade will aggregate \$3,000,000 a year. The hardware, implement and machinery trade is also very large. The list of local manufacturers is a long one; among them are seventeen plants using the forest resources as their raw material; five of these have about one hundred employes each. Three of the largest rice mills in the world, requiring an investment of \$700,000, are located here. Among the other industries are immense oil refineries, two large brick works, a creosoting plant, three iron works and machine shops, an ice, light and power plant costing \$500,000, a large ice factory, gas works and several electric plants.

The municipal undertakings consist of three public parks, six public school buildings, valued at \$288,000; sixteen miles of sewerage, valued at \$374,126; seventeen miles of gas mains; fifteen and a half miles of shell paved country roads, costing \$5,000 per mile; forty miles of cement walks, costing \$100,000; five fire department stations and municipal buildings, costing \$488,842. The cost of the waterworks plant is \$128,000. The private enterprises, semi-public in character, are the following: Nine private schools and seminaries, thirty-three

churches valued at \$500,000, two hospitals, 260 miles of irrigation canals for rice, fifteen miles of electric street car service, two telegraph and telephone companies, a fine large opera house, a public library, boat houses, club houses, etc. The city has been making a substantial growth from year to year, and during the past six years about 5,000 new buildings have been erected.

THE CITY OF PORT ARTHUR, TEXAS.

The city of Port Arthur was founded by the Kansas City, Pittsburg & Gulf Railway Company, now the Kansas City Southern Railway Company, in 1896, and is situated on the west bank of Sabine Lake. The city is in the extreme southeast corner of the state, distant about fourteen miles from the open Gulf of Mexico. A deep channel, known as Sabine Pass, connects the lake with the Gulf. The Port Arthur Ship Canal, completed in 1898, was dredged from the head of deep water in Sabine Pass, seven and one-half miles through the land to the docks in the new city. A depth of twenty-six feet is maintained in the canal every day in the year. At the joint expense of the cities of Beaumont, Orange, Tex., and the National Government, a continuation of this canal, also twenty-six feet deep, has been cut through the land to connect the Port Arthur Canal with the Sabine and Neches rivers. On completion of this, the Sabine-Neches



OIL REFINERY, GULF REFINING CO., PORT ARTHUR, TEX.



GRAIN WHARVES AND ELEVATOR, PORT ARTHUR, TEX.

Canal, deep draught seagoing vessels can reach both Beaumont and Orange. Both cities are now building municipal wharves, etc.

The Inter-Coastal canal from Lake Charles, La., to Sabine river was completed about June 15, 1915, and affords a six foot water way from Lake Charles to Orange, Beaumont and Port Arthur, Tex.

The first ship came to the new harbor of Port Arthur in September, 1898, and since then the commerce of the port has increased by leaps and bounds. Between 350 to 450 ships clear at Port Arthur annually. The gross value of foreign exports since the canal was completed up to and including 1911 was \$107,233,977. The aggregate value of the exports and imports and of the coast-wise traffic in 1914 amounted to \$86,000,000.

Port Arthur was incorporated in 1898 as a city of 1,000 inhabitants. In 1900 the U. S. census gave it a population of 900. The census of 1910 shows a population of 7,663 within the incorporated city limits, but does not include a large residence district just outside of the city limits, nor does it include the refinery and dock districts, the population of which added would make a total of over 12,000. The population for 1915 is given at 15,000 to 16,000.

The local industries provide a monthly payroll of over \$250,000, and there are in operation the Gulf Refining Company's plant, 225 employes; the Texas company, 150 employes; Port Arthur Rice and Irrigation

Co., 32 employes; stevedores, 200 employes; a cotton seed cake mill, rice mill, cotton gin, a 500,000-bushel elevator, an electric street car system, a planing mill, an oil pipe line covering three states, wireless telegraph station, local and long distance telephone service.

The mercantile lines are represented in two banks, a trust company, an agricultural loan bank, five drug stores, eleven dry goods and clothing firms, two fish and oyster houses, a fish oil and fertilizer company, eighteen grocers, four hardware and furniture dealers, one harness and saddlery firm, twenty-two hotels, restaurants and boarding houses, two jewelry firms, three livery barns, one steam laundry, two retail lumber dealers, two millinery stores and thirty-one miscellaneous establishments. There are in Port Arthur ten religious organizations, of which seven have church buildings.

The city has six miles of concrete sidewalks, eight miles of paved streets, ten miles of board walks, and a modern fire department, sewerage and drainage system; an excellent public school system, the buildings alone costing \$180,000; the Plaza Hotel, costing \$125,000; the Mary Gates Memorial Hospital, costing \$75,000; the Port Arthur Business College and dormitories, costing \$65,000; a public library, costing \$20,000; the Manual Training School, costing \$85,000; a model dairy, a great nursery, propagating semi-tropical nursery stock, and

hundreds of substantial business buildings and attractive dwellings.

With possibly one exception (Bayonne, N. J.), Port Arthur is the greatest oil refining and shipping point on the globe. The refineries employ in all about 800 men, and the quarterly output of all sorts of oils is about 431,879 tons, equal to 130,000,000 gallons.

NEDERLAND, TEXAS.

This village lies between Beaumont and Port Arthur, and has a population of about 900. It is surrounded on all sides by rice

fields and stock farms, and the vicinity produces considerable quantities of extra early truck, most of which is readily marketed at either of the neighboring cities. The rice production is very large, and the greater part of the crop is milled at Port Arthur. Nederland has a rice mill and warehouse, five mercantile establishments, two grain dealers, blacksmith shop and livery barn, two churches and a public school. It is connected by a splendid shell road with the two cities, and will also be reached by the new electric interurban railroad now under construction.

To a Locomotive

When in thy stall in the round house thou liest quiet. Thou doest not complain when thy belly is washed, but when it has been filled and thy fires have been lighted, thou growlest and wishest to get out.

Then the hostler pulleth thy cord and thou bellowest and swingest thy bell clapper, even as a woman waggeth her tongue.

Thou creepest out of the house, and gettest thee to the station. Thou liest in wait for the incoming train, and gruntest and howlest impatiently, and when thy master climbeth upon thee, thou seemest a thing of life. When thy train doth come thou backest up to it, and bumest it so that the passenger sprawleth in the aisle or tyeth knots in his neck, and maketh uncomplimentary remarks.

While thou waitest for thy conductor, thou sayest to thy master, "Let us go. Let us go." When the conductor waveth his hand, thou snorest and puffest, even as the small boy in the swimming hole. Thy wheels spit fire, and thou makest the ground to tremble as thou diggest in to start the train; then thou art joyful that thou hast freedom and thou cavortest along the path laid for thee.

Thy master tickleth thee from behind and thou hikest along as the coyote fleeth before the hound pup. Thou rushest by the small station and scarest the natives, and makest the live stock to run off. When the cow or the horse or the shoat climbeth upon thy path, thou boostest them mightily so that they die; thou tramplest upon the carcass and carest not.

Thou hurriest to and fro carrying man whither he would go and some times whither

he would not. Thou haulest also the provender on which he feedeth, and the wherewithal he arrayeth himself.

Thou art mighty when thou goest upon thine own path; man praiseth thee, but when thou leavest thy path to cut across lots then he damneth thee. Thou art all right so long as thou behavest thyself, but when thou startest to raise Cain, verily it is exceedingly well raised.

Because of thee the world prospereth and man is happy. By thee have nations risen. Because of thy strength the desert bloometh and the wild heath giveth forth fruit. Because thou art, men toileth, and some toil not, neither spin, but gad abroad and do good, or get into cussedness.

Where thou goest the natives taketh on the habits and meanness of the rest of us, and ere long cannot be distinguished from any other business man.

Thou workest wonders; thou buildest fortunes, and thou scatterest those already made. Thou killest the poor man's best cow and causeth him to bring suit against the Company. Verily thou art some "pippin."

Thou livest so fast a life and hittest so hot a pace, that thy days are shortened, and thou art headed for the scrap heap—Selah.

HANDEE-MAN.

When one has pounded the iron when it was red and has seen it go into and make part of the monster called a locomotive, need the reader blame the writer for ruminating on the results coming from his handiwork?—Ed.

Safety First--in Social Service

(Mrs. Edith Woodward, Matron Union Depot, Fort Smith, Ark.)

Studying over the methods of Safety First employed in regard to loss of life and limb, I have often wondered how many have ever thought of Safety First from the social service standpoint.

As this is the part of railroading that comes in my line, I use this opportunity of bringing these thoughts before you.

First, let us begin with the home. Mothers, how many of you teach and practice Safety First?

Before starting our daughters out on a trip alone, we often warn the children to be careful and not make up with strangers, but at the same time give them a suit case, a lunch box, an umbrella, a pet of some kind, and numerous other things to carry, and they are compelled to ask aid of anyone they meet.

The railroad provides a checking department, with all conveniences, taking as much responsibility away from the passenger as possible.

Safety First—See that their baggage is checked through and that they carry only the things that are absolutely necessary, thus making them independent of asking or receiving help from strangers, and probably having to pay dearly for the service.

I, personally, have asked several railroad men to assist me in solving the social service problem with travelers. One answer was, "A head out of the Pullman and one from the chair car window, a walk through the coach, recognition from both parties, a conversation starts, with a terrible ending telling its own awful tale."

While on my way to a large city last summer I could not help but rejoice when I noticed the screen windows the company had installed to protect the passengers from flying cinders. To me they represented an ending to flirtations, but in a moment I saw a screen removed, I presumed so the parties could get a better view of the train, for that was what they were looking at, and not at the grandeur of nature.

Safety First—If you would avoid accidents and the disagreeable side of life keep your head inside of the coach. The company provides window space enough for

your observation and 50 per cent of the passengers do not notice the beauty of nature anyhow, unless it chances to be a pretty face.

Another need of Safety First that comes before us is passengers carrying all their money in one purse. I would advise everyone to carry loose change where it is convenient for immediate use, but bills and money of larger denomination should be kept in a separate place, away from the eyes of strangers.

The following conversation will no doubt be familiar to travelers: "I wonder how long it will be before we reach ———, or wherever the destination may be. I am so anxious to get a cup of good coffee, but I am a stranger and don't know where to find a restaurant." Courtesy demands that assistance be offered, and we know that all men are not bad and many of them mean well; but on the other hand there are always those who are only too anxious to be of service in any way, that will place the other party under obligations.

Safety First—If you must have a cup of coffee, go to the diner and pay ten or fifteen cents, or whatever the price may be, for it, and be under obligations to no one.

Do not misunderstand me and think that because a lady is traveling alone she must necessarily be a grouch. No. A woman has a certain amount of pride and dignity that she can surround herself with for her protection.

Railroad employees are sometimes spoken of lightly. The company should neither employ nor endorse anyone who does not come up to the standard morally. The railroad demands courtesy to its passengers, and just because an employee is showing courtesy, women must not make the mistake of thinking they have made a hit, for nine times out of ten the employee is a married man and thinks of the way he would want his wife and daughters taken care of were they to fall into the hands of strangers.

I have watched crews released, their responsibilities over for the day, and noted the happy faces at the thought of going to their home and family, that is dearer

to them than all the fascinating strangers they have met.

Let me tell you there are as many women to guard against as men. Thank kindly the women who come to you with sympathy and advice, but shun them as you would a serpent.

For instance: Our suspicions were aroused recently when a young girl arrived at the station from ——— in company with a woman who had promised the girl employment in ———. After close questioning we found that the girl had been promised many things, but happily the plans were prevented being carried out, and the child, fourteen years old, was sent home to her mother.

Safety First—"Do not think that all is gold that glitters." The railroads are endeavoring to make traveling more safe for their passengers. They have provided reliable parties at all their stations, to whom the passenger can go for information. The Transient Travelers Aid stands ready to assist, through depot matrons, all who are stranded and need medical attention and financial aid. The different fraternal societies, with their general recognition sign, stand ready to assist you. Accept no aid from chance acquaintances and Safety First will have accomplished its mission in the social service side of railroading.

EFFICIENCY WINS.

The above are the passwords through this life. The word "efficient" comes from two Greek words, meaning "to go well." In whatever vocation a man chooses at the present time a degree of efficiency is demanded. If he claims to be a carpenter his woodwork must be substantial. If he is a brick mason, he must construct a plumb wall. If a mechanic, his work must be true to the line of measurements and weights.

In order that we be able to meet these requirements, it is the duty of each and every citizen to care for health, mind and morals in such a manner as to render himself capable of becoming 100 per cent efficient in his calling. No excuse will be accepted by employers from the men under them in not being able to properly perform their duties. In view of the fact that books and education may be obtained at a minimum cost, and that the opportunities for learning a trade are better now than in former times, it is expected that employees are to accept this advantage and increase their knowledge so as to meet new practices.

The question of ability now rests in the will of the individual. If he chooses to hold himself in esteem with his fellow beings, he must donate his time to a good cause. His mind must flow through the proper channels of life and be directed toward the promotion of the general welfare. It shall soon come to pass when the survival of the fittest only shall exist in the march of this progressive life.

Shreveport, La.

B. M. M.

F. M. KING.

Mr. F. M. King, local freight agent of the K. C. S. Ry. at Pittsburg, Kas., died August 28th, 1915, after an illness of several weeks. He was forty-five years and six months old and had been a resident of Pittsburg since 1901, at which time he was transferred to this city from Noel, Mo. He had been in the service of the K. C. S. Ry. seventeen years and was held in high esteem by the people of Pittsburg and his associates in the railway service. He leaves an aged father, wife and daughter. Two brothers and three sisters also survive him.

Mr. T. F. Short, agent at DeQueen, Ark., has been appointed local freight agent at Pittsburg.

MATTHEW R. BARNHOUSE.

Mr. M. R. Barnhouse died in St. Mary's Hospital, in Kansas City, August 4th, from the effects of two operations which he had to undergo. The body was taken to Jefferson, City, Mo., and interred in the family lot in a cemetery there.

Mr. Barnhouse was a few days past fifty-five years of age and had been a resident of Pittsburg, Kas., between four and five years. He leaves a widow, two sons and one daughter. During his residence in Pittsburg he was chief clerk in the office of Superintendent Cornelisen. He was born in 1861 in Licking County, Ohio, attended school in Birmingham, Iowa, and moved to Decatur County, Iowa, in 1877. Entered railway service in November, 1879, and held various posts with different railways, being agent of the Missouri Pacific railway at Jefferson City, Mo., in 1907. Shortly after that he entered the service of the K. S. S. Ry., remaining in office up to the time of his death.

Mr. L. S. Sears, who succeeds Mr. Barnhouse as chief clerk in the office of Mr. O. Cornelisen, superintendent, has been in the service of railways forty-one years and has worked in every department of the service.

THE SECOND ANNUAL EMPLOYEES PICNIC AT SPRING LAKE PARK, TEXARKANA, TEX.-ARK.

A special train composed of one baggage and nine large passenger cars, occupied by 732 of the Kansas City Southern employes and their friends, left Texas Avenue Crossing at Shreveport, La., at 8 a. m., May 22nd, for Texarkana, where they held their second annual Safety First Picnic in Spring Lake Park, which, by the way, is one of the cosiest and best equipped parks in this section.

The train was in charge of Engineer A. A. Campbell, Conductor F. B. Jones, Fireman V. R. Harlow and Brakeman Chas. Sulton, among the oldest and most careful on the line, which fact is vouched for by the handling of same without a delay or accident of any nature.

The train was met on arrival by the Texarkana band, a number of citizens and members of the various Commercial Clubs, and immediately transported to the park in a number of special cars which had been provided.

The remainder of the morning was spent in listening to addresses from several prominent men of both Texarkana and Shreveport and at 12:30 covers were laid for the great basket dinner.

The afternoon was spent at various diversions of pleasure, including dancing, roller skating, bathing, boating, baseball and other athletic events, and the day's pleasure was climaxed by a balloon ascension, which had been provided for by the park management.

For the various athletic events numerous prizes had been given by the business men of this city, including W. H. Davis, Gents' Furnishings; Peyton & Keith Dry Goods Co.; Trichel & Berley Drug Co.; B. F. Peyton Drug Co.; Selber's Gents' Furnishing Co.; Tekulski & Freidman, Jewelers; A. E. Gordon, West End Jeweler; Weiner & Loeb; West End Hardware Store, Hutchinson Bros.; Bagley & Brown, Grocers; Croom, Stebler & Hudson Drug Co.; Majestic Theater; Ardis & Co.; Whitmeyer Meat Market; Dreyfuss Dry Goods Co.; Foster-Glassel; Hicks Co., Limited, and Kalmback & Ford. The prizes were spiritedly contested for and the committee in charge desires to thank the various firms who made the donations.

Kansas City, Pittsburg, Kansas, and other points on the northern portion of the line were well represented, Mr. E. H. Holden, General Manager; Mr. G. F. Hess, Supt. of Machinery; O. Cornelisen, Supt., and W. H.

Tobin, Inspector of Transportation, being among the visitors from that section.

The chairmen of the different committees in charge of the events, and who deserve great credit for the manner in which same was handled, are as follows: General Chairman, F. B. Jones; Arrangements, D. W. Ferguson; Transportation and Train, T. Cowie; Speakers, C. W. Pollard; Dancing, W. H. Sagstetter; Athletic Events, O. D. Waring; Refreshments, J. W. Ferguson.

The day was greatly enjoyed by all and their only hope is that they have an opportunity of holding their third annual gathering at the same place.

The crowd, somewhat worn out, returned to Shreveport at 9:35 p. m.

THE PICNIC AT SULPHUR SPRINGS.

Hundreds of Shop Men and Their Families Enjoy a Day's Outing—The Event of the Season.

By W. P. Wright.

As early as 6 o'clock Saturday morning, July 10th, crowds began to throng the K. C. S. depot grounds and to board the train already there, for that was the day of the great K. C. S. Employes' Picnic at Sulphur Springs, Ark.

The train was composed of 15 coaches and 2 baggage cars, one of which was to carry the lunch baskets, boxes, baby carriages, hammocks and other luggage of the excursionists, while the other was provided for the concessions, which had been awarded to Mr. C. H. Buckholtz of Pittsburg.

Exactly on the stroke of 7:00 a. m. the train, manned by Engineer Hutchinson, Fireman Hamilton, Conductor Butzer, Brakeman Moffatt and McDonald, and loaded with 1107 passengers, pulled out and was given right of way.

The bright sunshine and beautiful breeze inspired the happy throng of picnickers to give vent to their feeling in laughter and song as the train sped on its way.

Passengers were picked up at Asbury, Gulfton, Joplin, Tipton Ford and Neosho, so that when the train rolled into Sulphur Springs there were between 1150 and 1175 on board.

Arriving at Sulphur Springs the K. C. S. Shop Band of 14 pieces began a march and led the way to the park at which place Mr. Wells, Mayor and K. C. S. Station Agent at Sulphur Springs, gave an address of welcome which was responded to by Mr. W. H. Tobin, Inspector of Transportation.

At 2 o'clock the sports began, the first event being a free-for-all 100-yard dash. Contestants: J. C. Mallard, Otto Lesmer, Lloyd Killough, Frank Quinlan, P. Lock, M. Overbeck, Mr. Litton, Mr. Sprindley. Prize, \$3.00 hat, won by Killough.

Second event, boy's, 14 and under, foot race. Contestants: Chester Klein, Paul Guiding, Raymond Keith, Howard Alderson, Dick Stelle, Benjamin January, Erwin Clements, Borden Brown, Bert Holden, Claude Allen. Prize, suit of clothes, won by Alderson.

Third event, cigar race, which had to be contested by a man assisted by a lady, was thus: the ladies were lined up, each provided with a match and a stone; the men, each given an unlighted cigar, were required to run a given distance, have his cigar lit by his lady assistant and return to place of starting with cigar burning. Contestants: O. Lesmer and wife, John Albertson and Mary Reed, K. Jerrell and sister, Lester Forbes and Arlie Irwin, Charles Marshall and wife, Arthur Thomas and wife. Prize, for man, \$2.50 box of cigars, won by Lester Forbes. Prize, for lady, piece of cut glass, won by Miss Irwin.

Fourth event, ladies' free-for-all race. Contestants: Ruth Wilkerson, Pauline Thomas, Agnes King, Clara Meyers, Marie Morgan, Julia Miller, Mary Reed, Jessie Burriess, Ella Holderman, Mrs. Chas. Marshall. Prize, colored parasol, won by Mary Reed.

After these events dancing was begun in the pavilion and a band concert in the band stand. The Blacksmith Quartette rendered some fine numbers and a six-round boxing exhibition was given by Joe Faherty of the boiler shop and Arthur Redfern of the machine shop.

At 3 o'clock the game of baseball between the K. C. S. shop team and the Gravette team was called. Line-up of teams:

K. C. S.:	Gravette:
Voorhees, P.	Oswalt, P.
Morgan, C.	E. Austin, C.
Adney, 1st B.	Mahaney, 1st B.
Reasor, 2nd B.	Phillips, 2nd B.
Marshall, 3rd B.	L. Austin, 3rd B.
J. Tesmer, R. F.	Stewart, R. F.
O. Tesmer, C. F.	Dorsett, C. F.
Marllard, L. F.	E. L. Russell, L. F.
Redfern, S. S.	E. V. Russell, S. S.

Score:

K. C. S.	0 0 0 3 0 2 0 0 x—5
Gravette	0 0 0 1 2 0 0 1—4

During the time of the sports many who did not care for them spent their time in boating, swimming or climbing the hills.

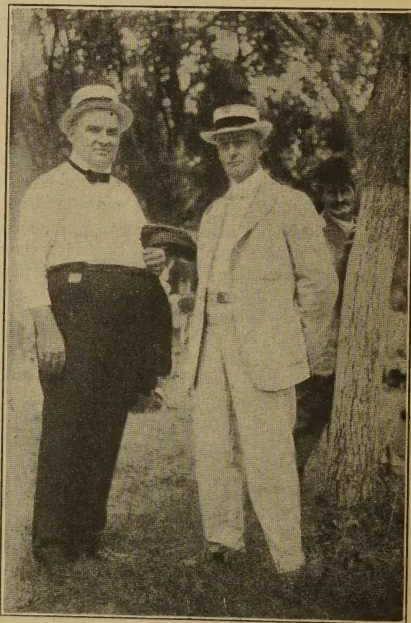
Everybody was in the best of humor and nothing marred the enjoyment.

At 5:30 the grub baskets were attacked again, and then in little groups the happy crowd started for the station.

During the day Engineer W. B. Keith, Fireman Geo. Meyers and Conductor Lee Hayes took the engine to Siloam Springs to turn it.

The train on the trip from Sulphur Springs to Pittsburg was manned by Charles Duffield, Fireman C. C. Dooley, Conductor J. F. Larkin, Brakeman E. B. Moore and C. Huffman.

The return trip was begun at 7:00 p. m., and with singing and laughter and a general good time the trip was all too short. Pittsburg was reached at 10:30. Everybody was happy and voted the K. C. S.'s Employees' Picnic the best ever.



MR. E. H. HOLDEN, SUPT. TRANSPORTATION, AND MR. G. T. HESS, SUPT. MACHINERY, AT K. C. S. PICNIC, SULPHUR SPRINGS, ARK.

KANSAS CITY SOUTHERN RAILWAY CO. TEXARKANA & FORT SMITH RAILWAY CO. ARKANSAS WESTERN RAILWAY CO.

J. A. EDSON.....	President
J. F. HOLDEN.....	Vice-President
R. J. MCCARTY.....	Vice-President
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W. W. AVERY.....	Assistant General Passenger Agent
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